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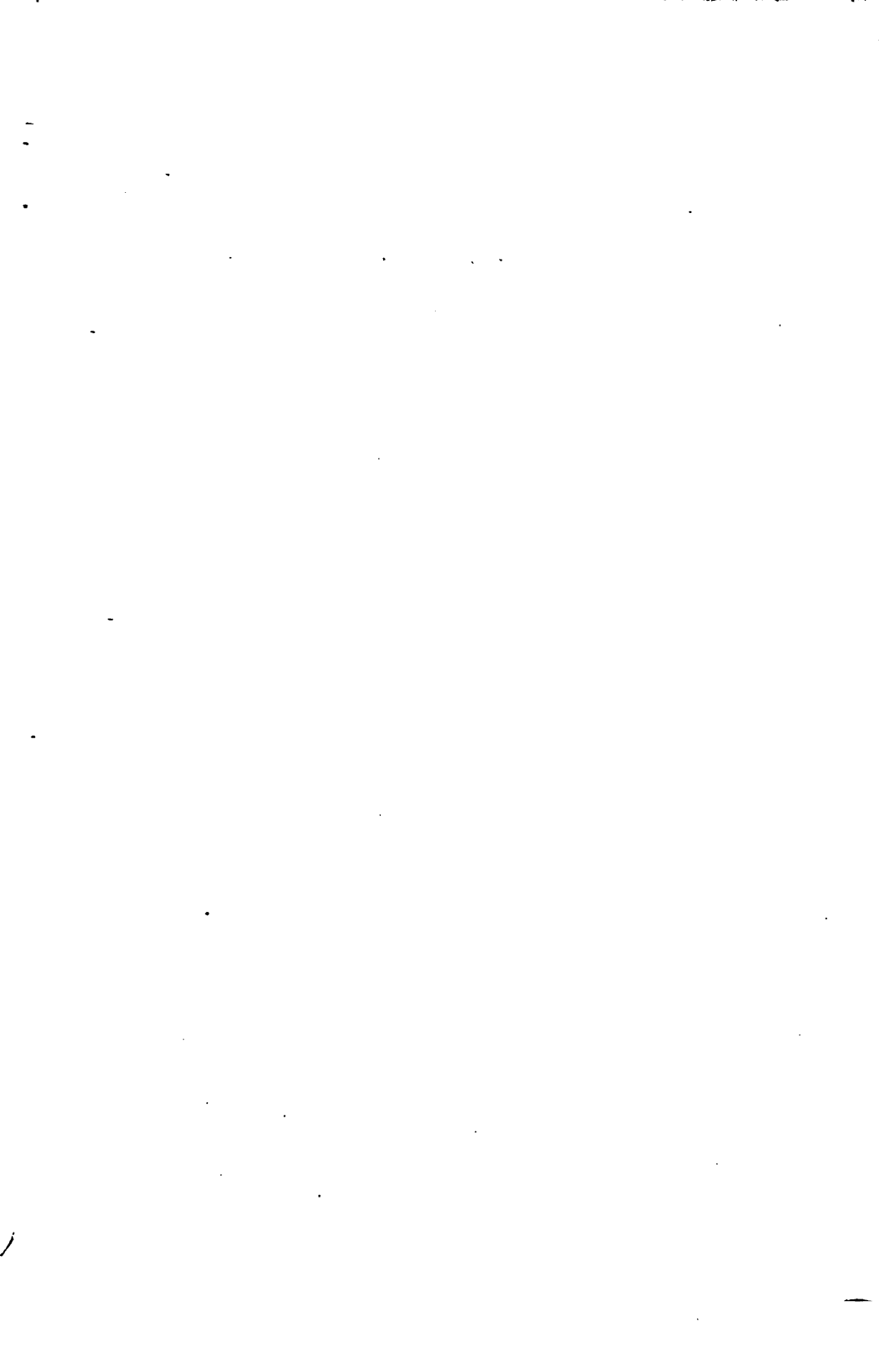


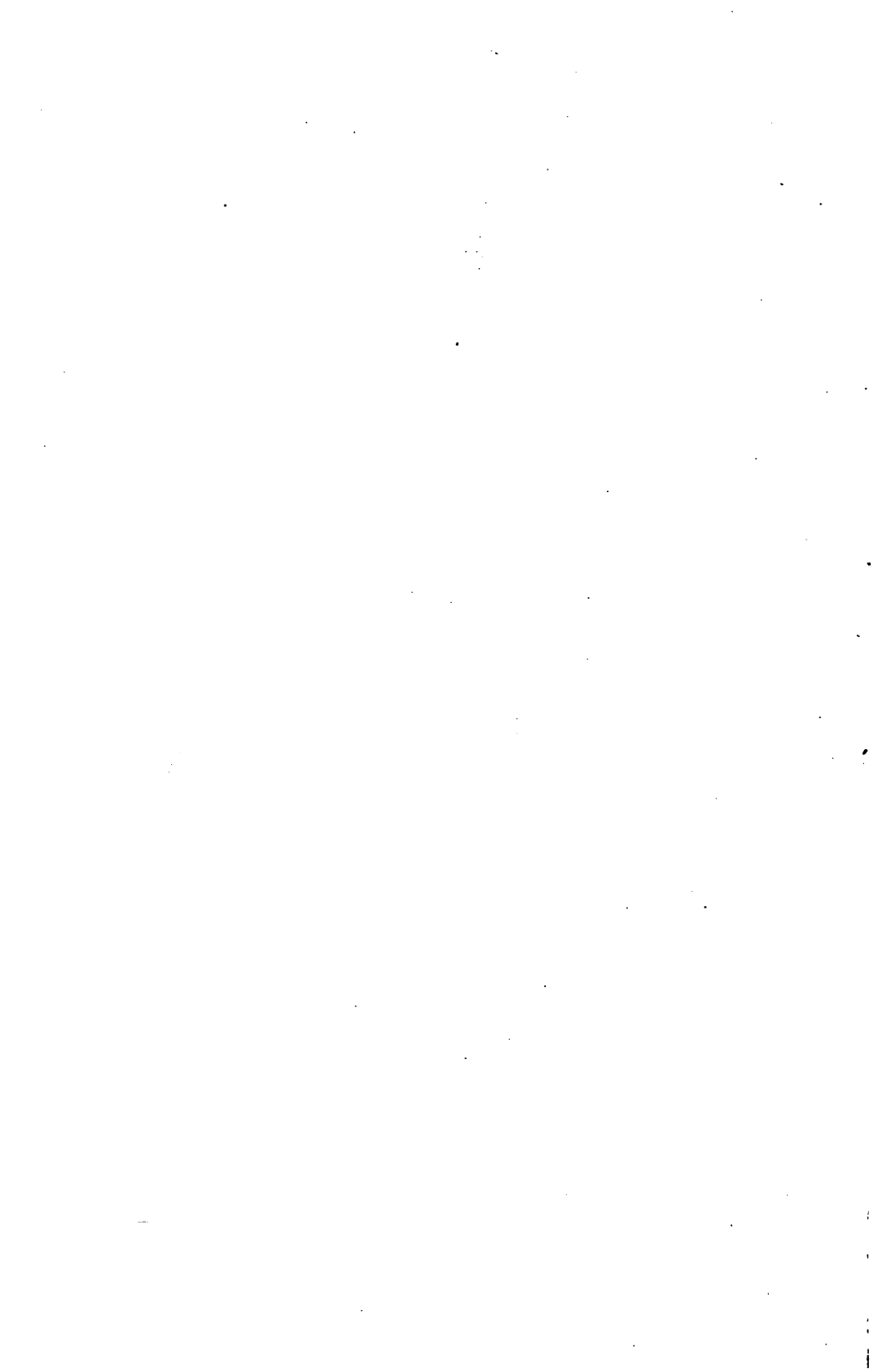
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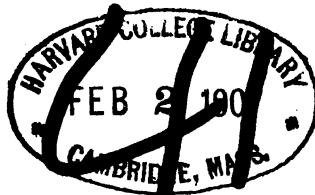
RAILROAD COMMISSIONERS

OF THE

STATE OF NEW HAMPSHIRE.

1905

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PART I.

REPORT OF COMMISSIONERS.

STATE OF NEW HAMPSHIRE.

To His Excellency the Governor:

The Railroad Commissioners transmit herewith, in accordance with law, their report for the year 1905. It includes the returns of the railroad corporations of the state for twelve months ending June 30, 1905, and the reports, decisions, and comments of the board for the calendar year.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

CONCORD, January 1, 1906.

REPORT.

The abounding prosperity of the country is reflected in the returns of the steam railroads published in this report, which shows not only a larger volume of business and more receipts than in any previous year, but such a distribution of revenues as has increased the income of all engaged in the operation, including thousands of wage workers.

STEAM ROADS.

THE BOSTON & MAINE.

Of the 2,286 miles of road operated by the Boston & Maine corporation all except 122 miles in New York and 38 miles in Canada are in Massachusetts, Vermont, Maine, and New Hampshire, and 1,037 are in this state.

During the year the Boston & Maine on its 2,286 miles of road carried 41,874,810 passengers 597,426,630 miles and 20,546,826 tons of freight 1,854,130,258 miles. The railroads of the whole country, with an aggregate length of line of 213,904 miles, carried during the year 1904, 715,419,682 passengers 21,923,213,536 miles, and 1,309,899,165 tons of freight 174,522,089,579 miles. In other words the Boston & Maine, with about one hundredth part of the mileage, carried one twentieth of the passengers and one thirty-sixth of the freight.

As our entire length of line is 1,190 miles, all but about 152 are included in the Boston & Maine system, which reaches every city and large town, and controls the transportation at all points except a few north of the White Mountains. Its business is therefore typical of the industrial and commercial conditions of practically the whole state. The returns neces-

sarily are for the entire system, but it is the fact that our state has furnished its full share of the total receipts, and that comparisons, based upon the statistics as given, are relatively true of the New Hampshire section and are an index of the expansion that has taken place here upon business lines.

With the acquisition of the Fitchburg in 1900 the Boston & Maine system as it exists today was nearly completed, only twenty-two miles of line having been added since.

In the year ending June 30, 1901, the gross earnings were \$31,375,620, and they have steadily increased until this year they amount to \$36,800,834, a gain of over seventeen per cent, while the fixed charges and dividend obligations have increased only three per cent. During the same time the operating expenses have risen from \$21,522,187.38 to \$26,619,740.19, the greater part of the difference being chargeable to advance in the wages of employees and in the cost of fuel and other supplies.

As compared with the year ending June 30, 1904, this return shows an increase in gross income derived from passengers carried of \$192,290.70; from freight traffic of \$1,019,290.81; and from miscellaneous sources of \$117,760.59; a total increase in income from all sources of \$1,329,342.10. The number of passengers carried increased 1,617,509, and the tons of freight 1,151,374.

The fiscal year's operating expenses were \$1,347,832.56 greater than those of the preceding year, but they include all improvements and other expenditures made upon the company's property during the year, except \$389,695.83 charged for rebuilding the road between Rochester and Portland, the separation of grade crossings and land purchased.

New equipment was added as follows: 38 locomotives, 130 freight cars, 16 passenger, 4 baggage, 3 combination, 4 mail, 3 milk and 1 road car. Their cost, including expenditures made upon 576 other new freight cars in process of construction but not completed at the close of the fiscal year—less proceeds of old equipment sold,—amounted to \$807,781.58 and is included in the year's operating expenses.

Some of the larger items of maintenance expense, full details of which are shown in the returns, are here summarized:

Repairs of locomotives, \$1,349,315.19; of passenger, baggage, mail, and express cars, \$680,523.50; of freight cars, \$963,716.19; of roadbed and track, \$2,224,477.63; steel rails laid, \$586,855.13 (less value of old rail taken up, \$441,350.03), net \$145,505.10; ties laid, 1,520,604 at a cost of \$662,429.53; maintenance of bridges, \$409,408.35; of buildings and structures, \$612,662.84; ballasting track, \$29,173.17; 14,641 tons—116 miles—of new steel rails have been laid in main tracks, and 7,132 tons—65 miles—of partly worn steel rails have been laid in branch tracks and sidings.

As these nine items of maintenance expenditure furnish a trustworthy standard for determining the relative annual improvement in a railroad's method of maintaining its property, a comparison of their five yearly totals will be of value.

For the five fiscal years from 1901 to 1905 they were, upon the Boston & Maine Railroad, in	{	1901..	\$5,645,808.60
		1902..	6,055,262.16
		1903..	5,963,286.61
		1904..	6,409,069.45
		1905..	7,077,211.50
an increase from 1901 to 1905 of 25½ per cent.....			\$1,431,402.90

In five years the freight carried by the Boston & Maine has increased from 17,516,571 tons to 20,546,826 tons, or more than seventeen per cent, and, while during that time 3,024 new freight cars have been purchased, and the number owned and in use by the corporation last June was 17,401, and its freight and switching locomotives have increased and now number 366, there is still great lack, to supply which the corporation has issued 53,319 new stock to procure 5,000 new freight cars, estimated to cost five million dollars and to erect and equip new repair shops estimated to cost a million dollars, the balance of the proceeds, amounting to two million seven hundred thousand dollars, to be applied to constructing second tracks between Rockingham Junction and Dover, Kennebunk, Me., and West Biddeford, Me., and between Portsmouth and Conway Junction, Me., and the separation of grade crossings in Massachusetts.

The increase of freight traffic has created a demand for freight cars and locomotives far beyond the capacity of the roads to meet throughout the country. In all sections there has been and is a great shortage which makes for the disappointment and damage of shippers who need prompt service, and nowhere is this felt more constantly than in New England. For this reason the managers of our roads are compelled to turn their attention and financial resources largely to procuring new equipment for the freight service, diverting to this purpose to some extent, expenditures that would otherwise be made upon roadbeds, tracks, and structures, and issuing new capital.

THE MAINE CENTRAL.

The Maine Central reports a prosperous year, with a gross income of \$7,336,268.38, which is an increase of \$344,646.57 compared with the previous year. Its receipts were \$81,387.61 from passenger traffic, \$244,271.11 from freight and \$18,987.85 from miscellaneous sources. But the New Hampshire division was, as it always has been, a financial burden, and there is little promise that it will ever show a favorable balance. Whatever advantages it brings to its owners are incidental.

The road is maintained in fine physical condition, and the service it offers is not surpassed on any road within our knowledge having a like amount of business. It is a striking illustration of the benefits that accrue to New Hampshire from the consolidation of our weak roads in great systems, financed, controlled and operated by corporations having immense and profitable business and able to operate branch lines with little regard to balance sheets.

THE ATLANTIC & ST. LAWRENCE.

The Atlantic & St. Lawrence earned \$1,303,206.02 against \$1,215,630.05 in 1904 and reduced the deficit from operation from \$166,766.42 to \$35,196.46, but fixed charges, including

interest on its debt, taxes, and dividends guaranteed to the stockholders by the Grand Trunk as lessee swelled the deficit for the year to \$624,192.98, which is the amount the Grand Trunk had to pay for its outlet to tidewater at Portland, across this state and Maine.

The road has a large and profitable business at Berlin, but beyond this its New Hampshire traffic is small. It has been greatly improved physically and renders a service much out of proportion to its receipts here.

RATE REGULATION.

A DISTANCE TARIFF FATAL TO NEW ENGLAND.

The section of our country served by railroads that cross New Hampshire has been and is free from the complaints and agitations that have grown out of the discriminations and other abuses which the trunk lines in their fierce competition for through business have been guilty of, and that have crystallized in a demand that the power to make freight rates shall be taken from railroad managers and given to a tribunal of seven men with no training, experience or other than academic knowledge of the business. This fortunate exemption is largely due to the conditions under which our traffic originates.

Little if any business which requires the use of refrigerator cars is produced in New England. There are no gigantic industrial or commercial combinations here so powerful as to be able to extort from railroads exorbitant charges for the use of their cars, their sidings or their elevators, or to make effective other devices for securing rebates and discriminations.

The rates and terms upon which railroads constituting a through line carry merchandise are fixed by the roads, where the business originates, and on the eastbound shipments ours must take what is offered them at their southern and western connections at the rates agreed upon at the terminals of the shippers—or leave it.

With no direct compulsion to cut outgoing rates and no power to cut incoming, they cannot if they would be guilty of the practices against which public sentiment has been arrayed and lashed into fury far away. But there is one phase of the current discussion that is of vital interest to New England. It is everywhere admitted that passenger fares are reasonable and uniform, and it is not contended that freight rates are as a whole too heavy. The complaint is that they are not uniform. Three fourths or more of the freight transportation is across state lines and subject to the control of congress and within the jurisdiction of the Interstate Commerce Commission, but we recall no case of alleged discrimination or exorbitant charges against a New Hampshire road before the interstate or other state commission, and none has come to us regarding the local traffic subject to our orders. There is discrimination here of a certain kind, but it is necessary to the very existence of our state, and when understood is satisfactory to our shippers and consignees. In the East the railroad competition of the present is the competition of localities. The managers of our great roads must protect their own territory or they will have no business and cannot survive. The theoretically just and correct tariff is a distance tariff, which charges the same per ton per mile for goods of the same character, with due allowance for terminal expenses, and towards this any tribunal considering rates in the abstract and without regard to the special needs of communities will naturally drift, as the Interstate Commission always has; but such a rule would be ruinous to New England. The doctrine that traffic may be charged all it will bear is atrocious, but it can not be charged more than it can bear without destroying it, and sometimes it must be charged less than it costs. Millions of tons of freight are carried in this country for two mills per ton per mile or less than half the actual cost of hauling it, and much of this passes over our New England roads, which are constrained to accept these rates in order to protect the industries and save the towns and villages upon their lines upon which they depend to furnish their business.

Informally we have received complaints that short haul local rates are out of all proportion to long haul charges, that merchandise can be shipped, for instance, a thousand miles for little more than is charged for shipping it a hundred miles. This is partially explained by the fact often lost sight of by the public, that terminal expenses, which are figured by experts at from twenty to twenty-five cents per ton at each end, or at from forty to fifty cents a ton at both ends, are the same whether the shipment is for a long or a short distance. If this reasonable and necessary charge is spread over a thousand miles it amounts to little per mile. If it is charged upon a twenty mile shipment it often exceeds that for the haul—that is the railroad in moving a carload of freight twenty miles must get the same for terminal expenses that it does when the movement is five hundred or one thousand or fifteen hundred miles, and these terminal charges upon short hauls are more than half the bill.

Upon long hauls there are great discriminations in favor of this section. The freight patronage of our railroads is largely incidental to manufacturing. Situated as they are upon the edge of the country, far removed from the supplies of raw material and food and the centers of population, and confronted as they constantly are by the sharp competition of other sections, which reduces the margins to a minimum, unless the railroads enable our manufacturers to assemble their materials and distribute their products at a very low rate fixed with little regard to the length of haul or the cost, they must abandon their present sites and go where a distance tariff will be not only a protection but an advantage.

In his testimony before the committee of the United States senate President Tuttle of the Boston & Maine cited these illustrations from his own experience:

“Take one item that I am familiar with, the manufacture of boots and shoes. There is no mystery in that art. They can be made in one place just as well as in another. What do we have to do? The manufacturers of boots and shoes in Lew-

iston, Me., could probably supply with two months' manufacturing all the boots and shoes that would be used in a year within a radius of five hundred miles. That being the case all the other shoe shops would close. What must we do? We must make it possible for every shoe manufacturer between Lewiston, Me., and the Hudson River to put his product into the uttermost parts of the West and Southwest at rates that will admit those manufacturers to competition with shoemakers, even in Chicago or in St. Louis or in Denver. As an illustration of what must occur in equalizing this transportation, it costs about one and one half cents to send a pair of shoes fourteen hundred miles from Lewiston, Me., to St. Louis, and that pair of shoes sells for \$3, \$5 or \$8.

"That is one of the kind of things that we must do. If we do not do that particular thing the busy cities that live upon shoe manufacturing in New England would dry up. What would be the result to the railroads? Suppose a city has a population of thirty thousand inhabitants engaged in the manufacture of shoes and the product of their manufacture is distributed to the world at a loss to the railroads; yet the carrying of the other things for those thirty thousand people at reasonable and profitable rates compensates for the loss occasioned by the low rates. * * * * Worcester, Mass., has always been a center for making wire. The Washburn & Moen Wire Manufacturing Company had a monopoly of making barbed wire and other kinds for many years. That business was begun at Pittsburg, and extensively introduced. Pittsburg, being a center of trade in all metals, had rates to Chicago and the West that made it impossible for the Worcester manufacturers to continue business unless the railroads could help them out. Immediately the railroads did help out by reducing the rate. The roads leading from Pittsburg to the West brought up the matter before the Trunk Line Association, and claimed that the rate from Worcester ought to be higher than the rate from Pittsburg because of the greater distance. What was the answer? The Boston and Albany,

leading west from Worcester, said: 'Gentlemen, we shall be very glad to adjust these rates if you can show us how our wire manufacturers can continue to do business. If you can not authorize as low a rate from Worcester as from Pittsburg, five thousand men may go out of employment in Worcester. We can not stand the collateral damage that will ensue.'

"Perhaps in the city of Lowell forty thousand out of the population of eighty thousand are dependent upon textile industries for their living. If those mills for any reason are closed that forty thousand people cease to live in Lowell, for they have nothing else to do; the traffic of that forty thousand people over the railroads going into Lowell would cease. There is no philanthropy in this railroad business any more than there is in any other business. It is an endeavor to make as much business for the railroad as possible, and in making as much business as possible for itself it is obliged to make business for the customer as well."

The same general proposition applies to our export trade. Whether grain and meat are shipped from the northwest to foreign countries via Portland, Boston, and New York, or via Philadelphia, Baltimore, and gulf ports, depends almost entirely upon rail rates from the Far West to the coast, and, as Boston is two hundred miles further from Chicago than its competing ports, the business can only be saved to us by concessions by our railroads.

Congress can no more decree directly or by edict of a commission a distance tariff without sending export products via other ports and paralyzing ours than it can without closing our shoe factories and crippling most of our industries that are dependent upon transportation facilities.

We think our railroads are protecting New England by just this kind of discrimination as far as they can and keep within the present law, and we trust no grievance, real or fancied, of other sections or academic theories will be permitted to interfere with their doing it in the future.

THE RAILROAD RETURNS.

This report contains the sworn returns to the board of the railroad corporations doing business in New Hampshire during the year ending June 30, 1905. Together they are the history of railroading in this state for the year, and whoever is so disposed may learn from them exactly what were the receipts of the several corporations and the sources from which they came, the expenses and for what they were incurred; the volume of business of all kinds, the improvements made, the assets and liabilities and all else necessary to a complete understanding of their financial and physical condition.

No other corporations are required to make or do make such exhibits. This explains in large measure the demand for the annual reports of the board.

ANNUAL REPORTS.

The law creating the present board of railroad commissioners, passed in 1883, provides they shall make an annual report to the legislature containing abstracts of the returns of railroad corporations, statistical and other information, showing the relations of the railroads to the business interests and prosperity of the state, and such suggestions and recommendations as they think will promote the public good.

Such a report, covering a portion of the year, was made as of June 30, 1884, and since then one has been prepared and published each year. In accordance with the law two thousand copies of each have been printed, and of these six hundred have been laid aside for the use of the state and bound with those of the other departments, leaving fourteen hundred to be distributed upon request to parties interested in the subject matter. These reports taken together contain a very complete history of New Hampshire railroads and railroading during the last twenty years. The demand for them has varied greatly. In some years, particularly when the legislature has been in session, it has exhausted the supply. In others it has

not. Of those for the years 1885-86-87-88, 1891-93, '96 we have none at our command. Complete sets, which are often called for, cannot be supplied. We can still furnish upon request a limited number of those for the years 1884, 1890-94-95-97-99, 1900-01-02-03-04.

In connection with the annual reports the board has prepared and published the Laws of New Hampshire Relating to Railroads, which have been distributed free, and a railroad map of the state revised to its date.

FATAL ACCIDENTS.

The findings of the board in regard to forty-seven fatal accidents on steam railroads, in which forty-eight persons lost their lives, are printed in Part VI.

Eleven victims were railroad employees and thirty-seven were not. Of those not in railroad employ one was a lady passenger who was fatally injured while in her seat in a car by being struck by a timber driven into the end of the car in a collision due to a broken wheel. One jumped and another fell from a moving passenger train. Seven were killed on crossings, fifteen were trespassers who were walking upon the tracks, six were stealing rides, one was playing under and another was sleeping under a car; one tried to jump upon and one staggered against a moving train, one was caught between a car and building and one committed suicide. Of the railroad employees two slipped from cars, two were caught between cars, one fell from an engine, one was walking on the track, two were shifting cars, one fell from a broken ladder, one stepped in front of an engine, and one was at work upon a hand car.

No fatalities upon street roads were reported during the year, but a serious accident in which several persons were badly injured occurred upon the Boston & Maine electrics in Portsmouth, at the time of the explosion at Henderson's Point, when many people were crowded upon two cars that collided.

For reasons which are stated in the following circular, the

board has changed its procedure in accident investigations and now conducts them without the assistance of attorneys for parties interested in suits for damages.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 14, 1905.

The law of New Hampshire requires this board to "investigate the causes of all accidents happening upon the railroads of the state resulting in the loss of life and of all other accidents so happening which in the opinion of the board ought to be investigated."

The evident purpose of the legislature in making this enactment was to ascertain as soon as practicable, after a serious railroad accident, whether it was due to causes which could be removed by changes in the construction, equipment or operating force, that the commission could order or recommend. But the board, in complying with the requirement, has permitted its investigations to go beyond this. It has been our custom to appoint a time and place for an investigation, to require the railroad upon which such accident occurred to produce the witnesses who were believed to be able to give the information desired, to notify the relatives or legal representatives of the persons killed and invite them to submit such testimony as they saw fit, to allow both parties to examine and cross-examine all witnesses very much as they pleased, and to furnish stenographic copies of the evidence free to all interested. This practice has led to some unsatisfactory results. In cases in which suits for damages have been pending or contemplated it has opened the way to a wide range of inquiries which have often been for the obvious purpose of discovering the ground upon which such suits could be maintained or resisted, and which have had little or no bearing upon the main question before us. It has operated sometimes to the concealment of important facts. While neither the testimony nor the report in such investigations are admissible in the trial of a case in court, attorneys for the defendant railroads have naturally been averse to bringing out testimony which would disclose their position, and those who have appeared for plaintiff claimants have almost invariably declined to present any evidence

or in any way show their side of the cases, and have contented themselves with excursions into the defendants' field or with attempts to confuse witnesses and put them upon record as saying what they do not intend to. Instead of impartial investigations we have often had *ex parte* proceedings, which have been merely preparatory to court trials, relating to claims for damages, which are outside our proper consideration, it being no part of our duty to determine the legal liability or to assess damages.

In the hope that this may be corrected, the board will hereafter conduct the examination of witnesses without the assistance of attorneys on either side, and will decline to furnish copies of the testimony upon which their reports are based. The investigations will be open to all who see fit to attend, and reports will be furnished upon request to parties in interest. Witnesses within our jurisdiction will be called when requested by representatives of the railroad or the victims who, when known, will be notified of investigations, and such inquiries as the board deems proper will be made at the suggestion of such representatives.

HENRY M. PUTNEY,
ARTHUR G. WHITEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

THE ELECTRICS.

In the year ending June 30, 1904, the gross income of all the electric railways in New Hampshire, except the Claremont, whose accounts were merged with those of a lighting company, and the Portsmouth, Dover & York, which has less than three miles of track in this state, was \$961,269.54, the operating expenses were \$836,346.37, and the fixed charges were \$158,343.93, leaving a deficit of \$33,420.76. This year the gross receipts of the same roads were \$955,139.54, the operating expenses were \$793,036.23, and the fixed charges were \$170,415.11, leaving deficits aggregating \$8,311.80. The number of five cent fares collected was 18,620,154 in 1904, and 18,558,545 in 1905.

The figures show a falling off in the volume of business, which was more than offset by reductions in the cost of opera-

tion, and in a few cases by a slight increase in long distance rates.

No new roads were opened and the only new construction was in sidings and double tracks, except that some rails were laid from Grasmere to the base of the Uncanoonuc mountain, over which a few cars were run by the Manchester road. It is expected that the Uncanoonuc road, which is owned by an independent company, will be completed and operated next summer. Beyond this we are not advised that any new roads are contemplated in the near future.

THE BOSTON & MAINE ELECTRICS.

The Portsmouth and the Concord and Manchester, now merged with the Concord, reported small profits from operation for the first time last year, but neither can be said to have earned a dividend. Their bonded debt, incurred in the purchase of the Concord, is only \$462,000, and many of the expenses, which would necessarily be deducted from their income if they were owned and operated independently, are paid by the Boston & Maine.

With these advantages the Portsmouth reported net earnings of \$2,549.08, and while the accounts of the Concord & Manchester are combined with those of the Concord, also operated by the Boston & Maine, it is believed that if kept separate they would disclose a similar gain. The Concord & Manchester and Concord together had a divisible income of \$16,202.63 from a gross of \$141,684.60. The Portsmouth collected 1,262,606 five cent fares and the Concord & Manchester 2,750,179.

THE BERLIN.

This road collected 781,660 five cent fares against 732,113 in 1904, but its gross income fell from \$40,876.31 to \$40,569.44, and its operating expenses were reduced from \$38,262.33 to \$36,785.01, so that while its fixed charges were increased from \$5,988.38 to \$6,320 its deficit for the year was \$2,535.57 against \$3,374.35 in 1904.

THE CHESTER & DERRY.

This road earned some money because it was operated by its owners, who charged little or nothing for their services. While its receipts were only \$13,921.99, its operating expenses were but \$9,885.85, and its fixed charges \$2,918.70, of which \$2,500 was interest on its debt of \$50,000, leaving a divisible income of \$1,117.44, or about two per cent on its stock.

THE CLAREMONT.

This road is owned and operated by a railway and lighting company, and its balance sheet depends upon the bookkeeping of the company, but its returns show that it collected 322,197 five cent fares, that its gross income was \$22,770.41, its operating expenses \$22,809.71, and its deficit for the year \$3,358.53. Its favorable feature as a business proposition is in its freight traffic between the factories of the town and the steam railroad station.

THE LACONIA.

The Laconia collected 514,226 five cent fares against 500,-898 the next preceding year, and its deficit for the year was reduced from \$2,130.61 to \$2,004.09. Its owners have somewhat improved it and are hopefully struggling to make it a paying enterprise.

THE KEENE.

The Keene collected 539,989 five cent fares against 530,-223 in 1904, and changed a deficit of \$3,764.49 into a divisible income of \$91.83. Its proposed extension to Swanzey waits to be financed.

THE MANCHESTER.

The Manchester's central car house, with twenty-six cars, was burned March 4, 1905, and although the company was fortunately able to borrow from the Boston & Maine a number of cars until the opening of the summer season, its loss seri-

ously interfered with its operations for a time. But, notwithstanding this, its report for the year shows an increase of business and of gross and net receipts corresponding nearly to the growth of the community which it serves. It collected 5,663,228 five cent fares against 5,572,719 in 1904, and its divisible income increased from \$43,381.60 to \$56,366.19. During the year its funded debt of \$250,000, which matured January 1, was converted into stock, making its capital \$944,500, on which six per cent dividends are paid.

Its car barn and rolling stock, destroyed by fire, have been replaced by new. Extensive and expensive improvements have been made at its Pine Island Park, and there have been renewals and repairs where they were needed. It is in first-class condition, physically and financially; its policy as regards the public is a liberal one and its future prosperity is assured. It is the one New Hampshire electric which serves a population large enough to support it handsomely.

THE NASHUA.

The Nashua road, which is leased to the Boston & Northern at six per cent on its stock, earned, according to the book-keeping of the lessee, its board. It carried 1,389,296 passengers, who paid five cents each, which was almost the same number that contributed to its revenues in 1904. Its stockholders may congratulate themselves that it is leased for a long period upon favorable terms.

THE LOVELL SYSTEM.

The electrics in Rockingham and Strafford counties, which with their power plants, parks, casinos, and bridges are embraced in the system produced by W. D. Lovell with funds supplied by New York parties, and recently owned and managed by the New Hampshire Traction Company, collected 5,418,364 five cent fares in 1905 as against 5,468,917 in 1904, a decrease of 50,633, but their deficits taken together were \$128 less than in the next preceding year. Their present

managers are hard working, intelligent, faithful, and experienced, and there are few that could do so well in their places, but they have almost insuperable obstacles to overcome in trying to produce favorable balance sheets, and the financial future of the corporations they represent is very doubtful.

The six New Hampshire roads in the system cost nearly three and a half million dollars. Their gross income in 1905 was \$277,112.29; their operating expenses were \$241,333.62, or only \$35,778.67 less than the bare cost of operation, and their fixed charges were \$123,873.69, a deficit of \$88,095.02.

The Dover, Somersworth & Rochester collected \$26,501.73 more than the operating expenses, its gross receipts being \$82,944.98 and its operating expenses \$56,443.25. Its fixed charges were \$40,061.07.

The five Rockingham county roads, which are practically one, had a gross income of \$194,167.31, and the operating expenses were \$184,890.39, a balance of \$9,276.92, exclusive of taxes and other fixed charges, which were \$83,812.62.

During the year another transformation has taken place in the corporate arrangements of those who have financed and own the properties of these railways and their allied enterprises in this state and Massachusetts, the holding company known as the New Hampshire Traction Company having passed out of existence and been succeeded by the New Hampshire Electric Company. A copy of the indenture by which this change was effected is printed in the appendix of this volume.

EARNINGS PER CAPITA.

There are five New Hampshire electrics which occupy isolated positions, having no connection with others, and therefore entirely dependent upon the people of the cities and towns in which their cars run.

These are the Berlin and Gorham, which connects the city and town; the Keene, which runs through that city to Marlborough, and the Claremont and Laconia, which do not run

outside the places for which they are named. Each of these roads is from seven and a half to eight miles long.

According to the census of 1900, Laconia had 8,042 people. It has perhaps 10,000 now. The gross receipts of its road were \$25,711, an average per capita of \$2.57. Keene and Marlborough had 9,165 and 1,524 people respectively, and have together about 12,000 now. Their road collected from passengers \$26,999, an average of \$2.22.

Chester and Derry had 4,444 people five years ago, and are credited with 5,000 now. They paid in street car fares last year \$11,949.80, an average of \$2.39 per capita.

Berlin and Gorham had together 10,683 population, and have been growing very rapidly since. Their combined population is probably from 13,000 to 14,000. The receipts of their road were \$39,083, or about \$3 per capita.

Claremont has about 6,500 people, who paid its road for transportation \$16,108, or \$2.48 per capita.

In addition to the fares all these roads received small sums from parks and miscellaneous sources.

From this experience, which does not differ much from that of other years, it seems fair to say that in a large town or small city in New Hampshire, people will pay from \$2.27 to \$3.00 per capita per annum for street car transportation upon a road eight miles long.

THE TRACTION COMPANIES.

The total receipts of the Manchester were \$309,335.21, of which \$135,888.56 was for commercial lights, \$48,216.40 for municipal lights, \$108,227.91 for power, \$17,002.34 for rents, and \$49,170 in dividends on the stock of the Manchester street road, all of which it owns.

Its operating expenses were \$91,988.50, leaving a gross income of \$266,516.71, from which interest and taxes amounting to \$96,683.37 and six per cent dividends, amounting to \$123,000, were paid and \$46,833.37 was carried to the surplus

account. It is capitalized at \$2,050,000 in stock and \$1,974,000 in bonds, and has other liabilities that total \$32,407.32.

The New Hampshire Traction Company, now the New Hampshire Electric Company, which is a holding corporation organized to finance the affairs of the railways and other properties of the so called Lovell system, returns no receipts from operation, but an expense account of \$11,793.94, which added to the interest on the debts of its constituent companies made a deficit for the year of \$359,392.36, and this, with the deficit of \$722,490.23, reported a year previously, brought the total deficit to \$1,093,693.53.

The Claremont Railway and Lighting Company sold commercial lights for \$8,990.71, municipal lights for \$3,851.61 and power for \$1,060.90, making a total of \$13,903.23, and its operating expenses were \$9,209.71.

STREET RAILWAY STATISTICS

	Length of Road.	Miles of Track.	Stock.	Bonds.	Current Liabilities.	Gross Income.	Operating Expenses.	Fixed Charges.	Deficit or Divisible Income.	No. Five Cent Fares.
Berlin	7.50	7.75	\$110,000.00	\$105,000.00	.....	\$40,569.44	\$36,785.01	\$6,320.00	* \$2,535.57	781,660
Chester & Derry	7.75	7.75	50,000.00	50,000.00	\$7,578.50	13,921.99	9,885.55	2,918.70	*1,117.44	238,997
Claremont	7.32	7.68	185,900.00	180,000.00	49,574.54	22,770.41	22,809.71	3,319.23	-3,358.53	322,197
Concord & Manchester	27.88	30.31	250,000.00	462,000.00	4,069.78	141,884.60	124,278.01	1,203.96	*16,292.53	2,750,179
Dover, Somersworth & Rochester	17.00	17.74	375,000.00	300,000.00	55,339.85	82,944.98	56,443.25	40,061.07	-13,559.34	1,637,445
Exeter, Hampton & Amesbury	20.72	21.60	360,000.00	225,000.00	253,149.96	45,226.08	43,108.45	15,975.56	-13,857.93	846,942
Haverhill, Pinalstow & Newton	8.15	8.47	225,000.00	145,000.00	23,842.29	31,123.32	28,817.77	19,269.59	-16,963.45	620,297
Hudson, Pelham & Salem	25.73	29.72	475,000.00	365,000.00	138,316.79	84,172.20	84,541.92	21,698.98	-22,065.70	1,642,443
Keene	8.34	8.53	145,000.00	80,000.00	62,425.54	27,312.01	20,686.48	6,533.70	*91.53	539,969
Laconia	8.36	8.87	140,000.00	130,000.00	278,500.00	26,487.24	21,810.39	6,690.94	-2,004.09	514,226
Manchester	28.65	37.23	944,500.00	.....	59,377.72	291,728.94	220,993.34	14,370.41	*56,366.19	5,663,228
Nashua	14.16	15.52	300,000.00	150,000.00	34,766.19	72,453.12	55,948.71	8,513.71	*7,986.70	1,389,296
Portsmouth	18.10	19.25	.....	.....	.....	63,863.91	61,314.82	.....	*2,549.09	1,262,606
Portsmouth, Dover & York	36.97	41.40	650,000.00	710,000.00	35,524.49	145,011.45	89,601.53	36,407.73	*19,002.19	2,812,046
Portsmouth & Exeter	11.98	12.23	185,000.00	145,000.00	16,265.71	18,496.01	19,630.55	17,913.95	-19,048.49	388,787
Seabrook & Hampton Beach	5.53	5.80	65,000.00	45,000.00	6,045.00	15,145.70	8,791.68	8,954.13	-2,600.11	302,450
Springfield	2.25	.....	12,000.00	.....	.....	.....	.....	.....	.....	.....
	256.39	279.90	\$4,472,400.00	\$3,092,000.00	\$1,024,876.56	\$1,122,921.40	\$905,447.47	\$210,142.07	.....	21,692,788

- Deficit.

* Divisible Income.

Divisible Income,
Deficit,

Excess of Income,

\$103,325.07

96,983.21

\$7,331.86

PLEASURE TRAVEL.

The miscalculations and disappointments in street railroading in New Hampshire have been largely due to a failure to appreciate fully the fact that the business depends upon climatic conditions, or more specifically, that in pleasure travel alone, which depends almost entirely upon the weather, is the only source of profit in electric railway operation in this state.

Some statistics taken from the records of the several companies are instructive upon this point.

More people feel obliged to ride between their homes and places of employment in inclement weather in January, when the cold is severe and the walking poor, than in August, when the atmosphere is mild and the walking good. January receipts are therefore considerably above the average of what can be strictly credited to business travel, and it is within bounds to take the difference between the patronage of that month and of August as the measure of pleasure travel.

The following table shows the passenger receipts in these months in the year 1905:

	January.	August.
E., H. & A. Street Railway Co...	\$1,479.60	\$9,536.24
D., S. & R. Street Railway Co...	4,273.56	11,775.76
P. & E. Street Railway Co.....	875.61	2,545.38
*S. & H. B. Street Railway Co...		5,580.27
H., P. & N. Street Railway Co...	1,402.34	5,165.22
H., P. & S. Electric Railway Co..	2,651.02	17,558.94
Berlin	2,383.38	4,593.41
Claremont	812.20	2,348.90
Keene	1,697.40	2,870.10
Laconia	1,282.42	6,225.15
Manchester	19,504.45	32,209.95
Nashua	4,244.62	8,126.15
Concord & Manchester	8,691.75	15,340.83
Portsmouth	3,172.70	12,367.75
Total	\$52,471.05	\$136,154.05

*Not operated in winter.

A striking illustration of the effect of the weather upon pleasure travel appears in the report of the New Hampshire Traction roads, which shows that on Labor Day, Monday, and the next preceding Sunday, which were fair in 1904, the receipts of these roads were \$9,755.00, while a year later on the corresponding two days, which were rainy, the receipts were only \$3,361.15. The estimates of experts are that eleven per cent of all the receipts of street railways are on Sundays and holidays.

In order to secure and handle the pleasure business street railways must go to large expense in purchasing and fitting up parks, casinos and other resorts and providing theatrical and other attractions, which usually fail to pay expenses. They must have an equipment large enough for the one day in the year when they carry the most people, and must carry upon their payrolls many more employees than are needed when business is light, for inexperienced men cannot safely be trusted to run cars at any time, especially when there is a great volume of travel.

RAILROAD TAXES.
VALUATION AND ASSESSMENT OF RAILROAD CORPORATIONS FOR 1905.

NAMES.	Valuation.	Amount taxed in towns.	Value for taxation.	Tax.
Boston & Lowell.....	\$60,000	\$9,500	\$50,500	\$893.85
Boston & Maine.....	4,125,000	160,000	3,965,000	70,180.50
Concord & Claremont.....	500,000	4,000	496,000	8,779.20
Concord & Montreal.....	7,600,000	131,000	7,469,000	182,201.90
Concord & Portsmouth.....	600,000	.....	600,000	10,620.00
Connecticut River.....	325,000	15,000	310,000	5,487.00
Fitchburg.....	1,635,000	84,000	1,601,000	28,387.70
Grand Trunk.....	375,000	11,500	363,500	6,433.95
Manchester & Lawrence.....	1,500,000	3,300	1,496,700	26,491.69
Mount Washington.....	125,000	25,000	100,000	1,770.00
Nashua, Acton & Boston.....	20,000	2,000	18,000	318.60
Nashua & Lowell.....	400,000	27,600	372,400	6,591.48
New Boston.....	25,000	.....	25,000	442.50
Northern.....	2,870,000	11,300	2,858,700	41,748.99
Pemigewasset Valley.....	160,000	.....	160,000	2,882.00
Peterborough.....	50,000	700	49,300	872.61
Peterborough & Hillsborough.....	50,000	.....	50,000	865.00
Portland & Ogdensburg.....	300,000	5,600	294,400	5,210.88

RAILROAD TAXES.—Continued.

NAMES.	Valuation.	Amount taxed in towns.	Value for taxation.	Tax.
Sullivan County	\$750,000	.....	\$750,000	\$13,275.00
Suncook Valley	140,000	4,500	135,500	2,398.35
Upper Coös	80,000	600	79,400	1,405.38
Wilton	300,000	2,100	297,900	5,272.83
Worcester, Nashua & Rochester	1,200,000	13,900	1,186,100	20,993.97
Laconia Street Railway	35,000	10,600	24,400	431.88
Manchester Street Railway	330,000	.....	330,000	5,841.00
Nashua Street Railway	120,000	4,500	115,500	2,044.35
Dover, Somersworth & Rochester Street Railway	95,000	14,000	81,000	1,433.70
Total	\$23,270,000	\$490,700	\$22,779,300	\$403,193.61

PART II.

RAILROAD RETURNS.



REPORT

OF THE

ATLANTIC & ST. LAWRENCE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$1,303,206.92
Operating expenses	1,338,403.38
Net earnings from operation—deficit	\$35,196.46
Charges upon income accrued during the year:	
Interest on funded debt	\$206,280.00
Taxes	53,676.52
Total charges and deductions from income	259,956.52
Deficit	\$295,152.98
Dividends declared, 6 per cent on \$5,484,000, common stock	329,040.00
Deficit for the year ending June 30, 1905	\$624,192.98
EARNINGS FROM OPERATION.	
Net reveune from passengers	\$282,218.46
Mails	24,057.33
Express	45,479.43
Total earnings, passenger service	\$351,755.22
Total earnings, freight service	948,217.30
Total other earnings	3,234.40
Gross earnings from operation	\$1,303,206.92

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers	\$15,930.67
Salaries of clerks and attendants	14,619.10
General office expenses and supplies	4,840.63
Insurance	12,385.46
Law expenses	9,933.36
Stationery and printing (general offices)	3,070.61
Other general expenses	3,371.73
Total	<u>\$64,151.56</u>
Maintenance of way and structures:	
Repairs of roadway	\$116,301.58
Renewals of rail	45,541.64
Renewals of ties	25,634.57
Repairs and renewals of bridges and culverts	7,884.83
Repairs and renewals of fences, road crossings, signs and cattle guards	6,431.99
Repairs and renewals of buildings and fixtures	65,789.77
Repairs and renewals of docks and wharves	5,953.26
Repairs and renewals of telegraph	541.70
Stationery and printing	26.58
Total	<u>\$274,105.92</u>
Maintenance of equipment:	
Superintendence	\$12,662.28
Repairs and renewals of locomotives	94,578.90
Repairs and renewals of passenger cars	31,306.00
Repairs and renewals of freight cars	144,913.77
Repairs and renewals of work cars	3,000.31
Repairs and renewals of shop machinery and tools	9,506.66
Stationery and printing	511.30
Other expenses of maintaining equipment	13,439.71
Total	<u>\$309,918.93</u>
Conducting transportation:	
Superintendence	\$4,590.00
Engine and roundhouse men	105,560.15
Fuel for locomotives	276,127.10
Water supply for locomotives	9,849.21
Oil, tallow, and waste for locomotives	7,332.86
Other supplies for locomotives	2,555.42
Train service	64,110.44
Train supplies and expenses	12,206.89

Switchmen, flagmen, and watchmen	\$34,303.89
Telegraph expenses	30,736.81
Station service	66,961.86
Station supplies	3,157.25
Car mileage—balance	8,281.50
Loss and damage	630.15
Injuries to persons	1,583.75
Clearing wrecks	1,631.45
Operating marine equipment	223.67
Advertising	10,097.80
Outside agencies	36,419.59
Commissions	6,487.93
Stockyards and elevators	2,231.49
Stationery and printing	3,207.11
Other expenses of conducting transportation	1,940.65
Total	\$690,226.97
Recapitulation:	
General expenses	\$64,151.56
Maintenance of way and structures	274,105.92
Maintenance of equipment	309,918.93
Conducting transportation	690,226.97
Total operating expenses	\$1,338,403.38
Percentage of operating expenses to gross earnings	102.71
GENERAL BALANCE SHEET.	
Cost of road	\$8,922,000.00
Capital stock, common	\$5,484,000.00
Funded debt	3,438,000.00
Total	\$8,922,000.00
CAPITAL STOCK.	
Capital stock authorized by law, common	\$5,484,000.00
Capital stock authorized by votes of company, common	5,484,000.00
Capital stock issued and outstanding, common	5,484,000.00
Number of shares issued and outstanding, common, sterling	11,290
Number of shares issued and outstanding, common, federal	190

Number of shares issued and outstanding, common, fractional (\$16)	40
Total number of shares outstanding	11,520
Number of stockholders, common	1,658

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during year.
First mortgage	6%	1884	\$1,499,916.00	\$89,994.96
Second mortgage	6%	1891	712,932.00	42,775.92
Third mortgage	6%	1909	786,984.00	47,219.04
Balance on exchange of bonds..	6%	.....	168.00	10.08
<i>Island Pond to Canadian Boundary Line.</i>				
Island Pond Debentures, £90,000 sterling	6%	.....	438,000.00	26,280.00
Total			\$3,438,000.00	\$206,280.00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue	423,226
Number of passengers carried one mile	13,357,917
Number of passengers carried one mile per mile of road operated	80,122
Average length of journey per passenger, miles	31.56
Average amount received from each passenger	.66683
Average amount received per passenger per mile carried . . . . .	.02113
Passenger earnings (gross) per mile of road operated	2,109.86
Passenger earnings (gross) per passenger-train mile run . . . . .	.95250
Freight traffic:	
Number of tons freight hauled earning revenue	1,781,116
Number of tons of freight hauled one mile	149,783,977
Number of tons of freight hauled one mile per mile of road operated	898,416
Average length of haul per ton, miles	84.10
Average amount received for each ton freight	.53237

Average amount received per ton per mile hauled . . . . .	.00633
Freight earnings (gross) per mile of road operated	5,687.48
Freight earnings (gross) per freight-train mile run	2.03658
Operating expenses:	
Operating expenses per mile of road operated	8,027.85
Operating expenses per revenue-train mile run	1.60309
Train mileage:	
Miles run by passenger trains	369,297
Miles run by freight trains	465,593
Total mileage of trains earning revenue	834,890
Miles run by switching trains	306,723
Miles run by construction and other trains	13,971
Total train mileage	1,155,584
Fares and freights:	
Average rate of fare per mile on single local tickets	2.152 cents
Average rate of fare per mile on commutation tickets	1.690 "
Average rate of fare per mile on mileage tickets	2.000 "
Average rate of fare per mile on season tickets	1.111 "
Average rate of fare per mile on joint tickets	2.054 "
Average rate of freight per ton mile on local way-bill	1.612 "
Average rate of freight per ton mile on joint way-bill	0.431 "
Employees:	
Average number of persons employed	1,117
RAILROAD OWNED.	
Length of main line in New Hampshire	52.060 miles
Total length of main line	165.220 "
Length of side track, etc., in New Hampshire	18.890 "
Total length of side track, etc.	80.040 "
Total length of track in New Hampshire	70.950 "
Total length of track owned	245.260 "
RAILROAD OPERATED.	
Length of main line in New Hampshire	52.060 miles
Total length of main line	165.220 "

Length of branch line (Norway branch) . . .	1.500 miles
Total length of line operated in New Hampshire	52.060 "
Total length of line operated	166.720 "
Length of side track, etc., in New Hampshire .	18.890 "
Total length of side track, etc.	80.040 "
Total length of track operated in New Hampshire	71.950 "
Total length of track operated	246.760 "

RAILROAD CROSSINGS IN NEW HAMPSHIRE.

Crossings with Highways.

Number of crossings of company's railroad with highways at grade	22
Number of highway grade crossings protected by flagmen	2
Number of highway grade crossings unprotected	20
Number of highway bridges 18 feet (or more) above track	2
Number of highway bridges less than 18 feet above track	1
Height of lowest highway bridge above track .	17 ft. 3 in.

Crossings with Other Railroads.

Crossings of company's railroad with other railroads at grade	3
1 at Beatties with Maine Central R. R., owned by Maine Central R. R.	
1 at Berlin with Berlin Street Railway, owned by Berlin Street Railway.	
1 at Cascade Falls with Berlin Street Railway, owned by Berlin Street Railway.	

RAILROAD BRIDGES IN NEW HAMPSHIRE.

Total length of pile and trestle bridging (in feet)	192
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ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total in New Hampsh'e.		Total on all lines operat'd.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	4	.....	.....	.....	4	.....	18
Employees	5	1	5	1	10	4	33
Other persons.	2	1	2	1	4	6	8
Total.....	11	2	7	2	18	10	54

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

July 14, 1904. J. G. Howard, passenger. Derailment; back hurt.

July 14, 1904. G. A. Ulmer, passenger. Derailment; head cut.

July 14, 1904. J. Delaney, conductor. Derailment; bruised and shaken.

July 14, 1904. J. W. McCrillis, mail clerk. Derailment; internal injuries.

July 14, 1904. B. Cross, express messenger. Derailment; shaken up.

August 11, 1904. Hy Maher, trespasser. Walking on track, intoxicated; legs severely injured.

August 16, 1904. H. Steady, engineman. Operating crane at water tank; finger bruised.

August 18, 1904. C. Corcoran, trespasser. Fell off trestle; leg broken.

September 4, 1904. H. Hodsdon, brakeman. Train broke apart; leg bruised.

October 28, 1904. W. J. Brown, engine foreman. Thrown from car; leg bruised.

February 18, 1905. M. Deen, trackman. Struck by train; killed.

March 2, 1905. — Boisvert, trespasser. Struck by train; killed.

March 4, 1905. D. Stone, passenger. Thrown against seat; side injured.

March 20, 1905. H. J. Hayden, car checker. Attempting to board train; foot crushed.

April 3, 1905. J. Foley, trackman. Struck by push car; foot bruised.

April 10, 1905. G. Tornquist, passenger. Collision; injured.

April 24, 1905. J. Devlin, section foreman. Squeezed between cars; chest injured.

May 9, 1905. C. Clawson, laborer. Unloading rails; foot bruised.

June 14, 1905. T. Walsh, laborer. Struck by piece of iron; leg cut.

June 22, 1905. P. McDonough, trackman. Moving rail; foot injured.

PROPER ADDRESS OF THE COMPANY.

ATLANTIC & ST. LAWRENCE RAILROAD COMPANY,
PORTLAND, ME.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Charles M. Hays, Montreal, Que.; vice-president, Frank W. Morse, Montreal, Que.; treasurer and clerk, Walter W. Duffett, Portland, Me.; solicitor, Clarence A. Hight, Portland, Me.; superintendent, M. S. Blaiklock, Montreal, Que.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Charles M. Hays, Frank W. Morse, John W. Loud, Montreal, Que.; Franklin R. Barrett, Walter W. Duffett, William W. Brown, Edward A. Noyes, Philip G. Brown, Portland, Me.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

W. W. DUFFETT,
L. L. HIGHT,
Directors.

W. W. DUFFETT,
Treasurer.

STATE OF MAINE.

CUMBERLAND, ss. September 16, 1905. Then personally appeared the above-named W. W. Duffett and L. L. Hight and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HARRY P. SWEETSER,
Justice of the Peace.

REPORT

OF THE

BOSTON & MAINE RAILROAD

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation	\$36,213,245.50	
Operating expenses	26,619,740.19	
	<hr/>	
Net earnings from operation		\$9,593,505.31
Dividends received on stocks owned:		
Maine Central Railroad, 25,160 shares, 7 per cent	\$176,120.00	
Portland & Ogdensburg Railroad, 3,952 4-10 shares, 2 per cent	7,904.80	
St. Johns Bridge & Ry. Extn Co., (par \$50) 240 shares, 35 per cent	4,200.00	
York Harbor & Beach Railroad, (par \$50) 5,071 shares, 2 per cent	5,071.00	
Owned by C. & M. R. R.:		
Suncook Valley Railroad, 630 3-5 shares, 6 per cent	3,783.60	
Pemigewasset Valley Railroad, 381 shares, 6 per cent	2,286.00	
New Boston Railroad, 100 shares, 4 per cent	400.00	
Mt. Washington Railway, 2,115 shares, 4 per cent	8,460.00	
Owned by Conn. River R. R.:		
Vermont Valley Railway, 9,734 shares, 9 per cent	43,803.00	
Owned by B. & L. R. R.:		
Peterborough Railroad, 331 shares, 4 per cent	1,324.00	
	<hr/>	
Total		\$253,352.40

Interest received on bonds owned:

Woodsville Aqueduct Company, owned by B. & M. Railroad, \$5,450, one year at 4 per cent	\$218.00
Owned by C. & M. R. R., \$10,000, one year at 4 per cent	400.00
Montreal & Atlantic Railway, \$108,000, 9 months at 5 per cent	4,050.00

Total	\$4,668.00
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Miscellaneous income, less expense of collecting:

Rents of tenements, lands, etc., \$335,942.58; less expense, \$72,- 725.59	\$263,216.99
Bridge tolls, \$7,927.01; less ex- pense, \$1,462.50	6,464.51
Interest received	48,641.60
Sundry items	11,245.46

Total	329,568 56
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Gross income above operating expenses	\$10,181,094.27
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Charges upon income accrued during the year:

Interest on funded debt	\$1,385,842.26
Interest and discount on unfunded debts and loans, real estate, mortgages, etc.	100,327.10
Taxes	1,605,489.77

Rentals of leased roads:

Fitchburg	\$1,808,506.78
Concord & Montreal	811,999.93
Boston & Lowell	770,127.00
Connecticut River	349,065.00
Worcester, Nashua & Rochester	250,000.00
Vermont & Massachusetts	221,600.00
Connecticut & Passumpsic Rivers	213,000.00
Northern	216,104.00
Nashua & Lowell	73,000.00
Lowell & Andover	52,500.00
Manchester & Lawrence	112,960.00
Stony Brook	21,500.00
Wilton	20,400.00
Peterborough	15,700.00
Concord & Portsmouth	25,000.00
Pemigewasset Valley	32,790.00
Suncook Valley	14,700.00
Massawippi Valley	40,000.00
Kennebunk & Kennebunkport	2,925.00
New Boston	2,800.00

Troy & Bennington	\$15,400.00	
Newport & Richford, \$17,500; sub-let for \$18,000; credit	500.00	
Total		\$5,069,577.71
Payments to sinking and other special funds:		
Sinking fund, Eastern Railroad	\$100,000.00	
Sinking fund, Boston & Maine Railroad	36,285.00	
Total payments		136,285.00
Total charges and deductions from income		\$8,297,521.84
Net divisible income		\$1,883,572.43
Dividends declared during the year, payable on—		
October 1, 1904, 1¾ per cent on \$22,709,400, common	\$397,414.50	
January 2, 1905, 1¾ per cent on \$22,709,400, common	397,414.50	
April 1, 1905, 1¾ per cent on \$23,509,400, common	411,414.50	
July 1, 1905, 1¾ per cent on \$23,509,400, common	411,414.50	
September 1, 1904, 3 per cent on \$3,149,800, preferred	94,494.00	
March 1, 1905, 3 per cent on \$3,149,800, preferred	94,494.00	
Total dividends declared		1,806,646.00
Surplus for the year ending June 30, 1905		\$76,926.43
Amount of surplus June 30, 1904		1,538,074.95
Net amount charged to profit and loss		879,139.18
Total surplus June 30, 1905		\$2,494,140.56
EARNINGS FROM OPERATION.		
Gross receipts from passengers		\$12,659,289.59
Deductions:		
Tickets redeemed	\$25,064.13	
Excess fares refunded	103,753.23	
Total deductions		128,817.36
Net revenue from passengers: On steam roads, \$12,329,832.96; on electric street roads, \$200,639.27		\$12,530,472.23

From mails	\$458,318.55
From express	1,156,871.28
From extra baggage and storage	145,953.34
Total earnings, passenger service	<u>\$14,291,615.40</u>
Gross receipts from freight	<u>\$21,540,269.59</u>
Deductions:	
Overcharge to shippers	187,252.38
Net revenue from freight	<u>\$21,353,017.21</u>
From stockyards \$3,011.56	
From elevators 79,600.71	
Storage and miscellaneous 235,310.19	
	<u>317,922.46</u>
Total earnings, freight service	<u>\$21,670,939.67</u>
Total passenger and freight earnings	<u>\$35,962,555.07</u>
Other earnings from operation:	
Switching charges—balance	\$137,130.44
Telegraph companies	19,022.12
Rentals from tracks, yards, and terminals	46,065.09
Hire of equipment balance	26,032.44
Steamer Mt. Washington	18,209.31
Steamer Lady of the Lake	4,231.03
Gross earnings from operation	<u>\$36,213,245.50</u>
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers	\$117,600.00
Salaries of clerks and attendants	232,628.30
General office expenses and supplies	30,024.23
Insurance	196,889.88
Law expenses	171,276.44
Stationery and printing (general offices)	22,252.79
Miscellaneous expenses	26,222.60
Total	<u>\$796,894.24</u>
Maintenance of way and structures:	
Repairs of roadway	\$2,386,707.20
Renewals of rails	145,505.10
Renewals of ties	662,429.53
Repairs and renewals of bridges and culverts	409,408.35
Repairs and renewals of fences, road crossings, signs, and cattle guards	138,283.77

Repairs and renewals of buildings and fixtures	\$612,662.84
Repairs and renewals of docks and wharves	114,479.47
Repairs and renewals of telegraph	11,650.92
Stationery and printing	4,187.08
Repairs of electric line	3,494.64
Tools and machinery	7,687.02
Miscellaneous expense	4,881.68
Total	\$4,501,377.60
Maintenance of equipment:	
Superintendence	\$121,310.80
Repairs and renewals of locomotives, including \$495,152.50, new locomotives	1,844,468.69
Repairs and renewals of passenger cars, including \$157,433.66, new passenger cars	837,957.16
Repairs and renewals of freight cars, including \$155,194.42, new freight cars	1,118,910.61
Repairs and renewals of work cars	34,308.40
Repairs and renewals of marine equipment	5,846.21
Repairs and renewals of shop machinery and tools	48,020.52
Stationery and printing	7,362.22
Miscellaneous expense, watching, etc.	185,976.78
Total	\$4,204,161.39
Conducting transportation:	
Superintendence	\$330,911.23
Engine and roundhouse men	2,566,116.82
Fuel for locomotives	4,241,968.57
Water supply for locomotives	175,311.50
Oil, tallow, and waste for locomotives	86,322.01
Other supplies for locomotives	26,221.88
Train service	2,054,548.14
Train supplies and expenses	418,830.56
Switchmen, flagmen, and watchmen	2,033,421.43
Telegraph expenses	331,906.14
Station service	2,612,948.91
Station supplies	310,366.49
Car mileage—balance	765,639.47
Loss and damage	210,144.01
Injuries to persons	361,652.43
Clearing wrecks	51,673.36
Operating marine equipment	17,121.42
Advertising	89,565.92
Outside agencies	97,889.51
Stockyards and elevators	35,582.32
Rentals for tracks, yards, and terminals	26,249.72
Rentals of buildings and other property	29,180.77
Stationery and printing	162,418.84
Electric motive power	57,880.53
Miscellaneous expenses	23,434.98
Total	\$17,117,306.96

Recapitulation:	
General expenses	\$796,894.24
Maintenance of way and structures	4,501,377.60
Maintenance of equipment	4,204,161.39
Conducting transportation	17,117,306.96
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Total operating expenses: Steam roads, \$26,- 434,147.36; electric street roads, \$185,592.83	\$26,619,740.19
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Percentage of operating expenses to gross earnings	73.508

GENERAL BALANCE SHEET.

Cost of road	\$43,365,091.58
Cost of equipment	7,223,320.26
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Real estate, Nashua	\$215,197.55
Real estate, Fabyans	1,631.98
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Land at:	
Somerville, Mass.	460,109.87
Medford, Mass.	38,192.64
Malden, Mass.	28,383.40
Melrose and Melrose Highlands, Mass.	3,000.00
Wakefield, Mass.	3,300.00
Boxford, Mass.	328.00
Georgetown, Mass.	825.00
Dover	20,234.69
Rollinsford	1,051.00
Saco and Biddeford, Me.	23,701.65
Kennebunk, Me.	461.75
Old Orchard, Me.	7,648.52
Portland, Me.	27,349.29
Bar Harbor, Me.	45,104.37
Boston, Mass.	190,894.99
Everett, Mass.	29,784.36
Chelsea, Mass.	21,836.30
Revere, Mass.	19,517.92
Cliftondale, Mass.	4,565.00
Saugus, Mass.	525.00
Lynn, Mass.	72,574.81
Salem, Mass.	1,000.00
Peabody, Mass.	634.06
Danvers, Mass.	1,000.00
Beverly, Mass.	12,579.60
Hamilton, Mass.	5,000.00
Manchester, Mass.	1,000.00
Rockport, Mass.	1,646.46
Newbury, Mass.	300.00
Newburyport, Mass.	4,400.00

Hampton	\$150.70	
Portsmouth	4,690.70	
Wells, Me.	64.12	
Rochester	2,200.00	
East Cambridge, Mass.	44,509.52	
Clematis Brook, Mass.	501.67	
Arlington, Mass.	2,500.00	
Wilmington, Mass.	561.50	
Chelmsford, Mass.	1,500.00	
Lowell, Mass.	4,613.80	
Harrisville	150.00	
Marlborough	65.00	
Fremont	400.00	
Windham	81.70	
On line of N. A. & B. Branch	334.00	
Kingston	142.10	
Andover, Mass.	338.22	
Ayer, Mass.	30.87	
Madison	231.25	
Andover	501.87	
North Hampton	1,013.70	
Haverhill, Mass.	151.15	
Manchester	480.66	
Barrington	587.20	
Barre, Mass.	143.87	
Total		\$1,309,721.81
Stock of:		
Fitchburg Railroad, common, 54,547 shares	\$5,454,549.75	
Maine Central Railroad, 25,160 shares	2,516,000.00	
Boston & Maine Railroad, com- mon, 11,282 shares	1,293,559.95	
York Harbor & Beach Railroad (par \$50), 5,104 shares	250,875.00	
Portland & Ogdensburg Rail- road, 3,952 4-10 shares	146,238.80	
Portland Union Railway Station Company, 250 shares	25,000.00	
St. Johnsbury & Champlain Rail- road (par \$50), 809 shares	4,303.56	
Newburyport Railroad, 1,784 shares	5,352.00	
Danvers Railroad, 540 shares	2,552.00	
Portsmouth Bridge, 400 shares	4,000.00	
St. John Bridge & Railway Ex- tension Company (par \$50), 240 shares	12,000.00	
Montreal & Atlantic Railway Company, 373 shares	3,000.00	

Concord & Claremont Railroad, 32 shares	640.00	
Proprietors Wells River Bridge, 11 shares	1,090.00	
Total		\$9,719,161.06
Bonds of:		
Newburyport Railroad, \$300,000 .	\$300,000.00	
Danvers Railroad, \$125,000 . . .	125,000.00	
Fitchburg Railroad, \$57,000 . . .	57,000.00	
St. Johnsbury & Lake Cham- plain Railroad, \$432,000 . . .	432,000.00	
Montreal & Atlantic Railway \$108,000	108,000.00	
Woodsville Aqueduct Company, \$5,450	5,618.50	
Total		1,027,618.50
Other permanent property:		
Steamer Mt. Washington and wharves	\$69,260.24	
Richford, Vt., elevator	52,261.43	
Total		121,521.67
Total permanent investments		\$62,766,434.88
Cash	\$3,010,965.85	
Bills receivable	973,491.10	
Due from agents	1,748,029.36	
Traffic balances due from other companies	295,059.98	
Due from solvent companies and individuals	2,736,214.96	
Sinking and other special funds . .	925,463.78	
Total cash and current assets		9,689,225.03
Materials and supplies	\$3,584,769.42	
Other assets and property:		
Prepaid insurance premiums . . .	255,327.63	
Elimination of grade crossings in process	210,097.79	
Total miscellaneous assets		4,050,194.84
Total		\$76,505,834.75

Capital stock, common:		
Boston & Maine, common . . .	\$24,637,600.00	
Boston & Maine, scrip . . .	470.70	
		\$24,638,070.70
Capital stock, preferred		3,149,800.00
Total capital stock		\$27,787,870.70
Premium on Boston & Maine common stock sold		2,837,218.90
Funded debt		30,808,743.91
Real estate mortgages		594,800.00
Current liabilities:		
Loans and notes payable . . .	\$600,000.00	
Audited vouchers and accounts	1,984,563.78	
Salaries and wages . . .	576,936.18	
Traffic balances due to other companies	1,242,086.11	
Dividends not called for . . .	5,015.25	
Matured interest coupons unpaid (including coupons due July 1)	280,866.20	
Rentals due and unpaid (including rentals due July 1) . . .	1,182,727.11	
Dividend on Common stock due July 1	411,414.50	
Fund to pay Boston & Lowell Railroad bonds, due September 1, 1905	500,000.00	
Total current liabilities		\$6,783,609.13
Accrued liabilities:		
Interest accrued and not yet due	\$281,438.30	
Taxes accrued and not yet due .	584,834.30	
Rentals accrued and not yet due	430,505.73	
Total accrued liabilities		\$1,296,778.23
Amounts due leased roads at termination of leases		1,823,079.10
Sinking and other special funds:		
Sinking funds for redemption of Boston & Maine Railroad bonds	\$924,067.89	
Sinking funds for redemption of Eastern Railroad bonds . . .	1,395.89	
Injury fund	150,000.00	
Contingent fund	141,936.65	
Suspense account	862,213.79	
Total sinking and other special funds		\$2,079,614.22
Profit and loss balance—surplus		2,494,140.56
Total		\$76,505,854.75

**PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS
DURING THE YEAR.**
Additions to construction account:

Grading and masonry	\$5,041.22
Bridging	216.24
Superstructure, including rails .	86,871.04
Lands, land damages, and fences	17,183.92
Passenger and freight stations, woodsheds, and water station .	37.63
Engineering and other expenses incident to construction . .	1,741.24
Elimination of grade crossings .	274,453.97
Central Massachusetts Railroad purchase of 5 shares common stock	105.00

Total additions to construction account . .	\$385,650.26
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Other expenditures charged to property accounts

33 shares stock of York Harbor & Beach Railroad (par \$50) .	\$825.00
303 shares stock of Newburyport Railroad	909.00
47 shares stock of Danvers Rail- road	141.00
Bonds Montreal & Atlantic Rail- way	108,000.00

Land at:

Somerville, Mass.	19,741.40
Beverly, Mass.	3,305.35
Rockport, Mass.	235.00
Andover, Mass.	131.65
Barre, Mass.	143.87
Barrington	587.20
Boxford, Mass.	226.75
Andover	501.87
Madison	231.25

Total	134,979.34
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Total additions to property accounts . .	\$520,629.60
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Deductions from property accounts:

Fitchburg Railroad Company, bonds sold	\$6,000.00
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Land at:

Melrose Highlands, transferred to construction	18,958.51
Rockport, Mass., transferred to construction	500.00
Everett, Mass., transferred to construction	455.04

Kennebunk, Me., sold	\$40.00	
Northfield, Mass., sold	326.27	
Boxford, Mass., sold	417.85	
Peabody, Mass., sold	361.10	
Decrease in ledger valuation of securities	2,148.95	
Total deductions from property accounts		\$29,207.72
Net addition to property accounts for the year		\$491,421.83
CAPITAL STOCK.		
Capital stock authorized by law, common	\$24,996,725.30	
Capital stock authorized by law, preferred	3,149,800.00	
Total capital stock authorized by law		\$28,146,525.00
Capital stock authorized by votes of company, common	\$24,653,125.30	
Capital stock authorized by votes of company, preferred	3,149,800.00	
Total capital stock authorized by vote		\$27,802,925.30
Capital stock issued and outstanding, common	\$24,637,600.00	
Capital stock issued and outstanding, preferred	3,149,800.00	
Total capital stock outstanding	\$27,787,400.00	
Scrip convertible into stock	470.70	
Total capital stock liability		\$27,787,870.70
Number of shares issued and outstanding, common	246,376	
Number of shares issued and outstanding, preferred	31,498	
Total number shares outstanding		277,874
Number of stockholders, common	6,908	
Number of stockholders, preferred	724	
Total number of stockholders		7,632

Number of stockholders in New Hampshire, common	1,459
Number of stockholders in New Hampshire, preferred	66
Total stockholders in New Hampshire	1,525
Amount of stock held in New Hampshire, common	\$2,308,600.00
Amount of stock held in New Hampshire, preferred	367,900.00
Total stock held in New Hampshire	\$2,676,500.00

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during year.
Land in Charlestown, Mass.....	4%	Sept 1, 1906	\$594,800.00	\$23,792.00
Total .....	.....	.....	\$594,800.00	\$23,792.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during year.
Boston & Maine Railroad bonds	4½%	Jan. 1, 1944	\$6,000,000.00	\$269,347.50
" " " "	4%	Aug. 1, 1942	2,500,000.00	100,020.00
" " " "	3%	July 1, 1950	5,454,000.00	163,635.00
" " " "	3½%	Nov. 1, 1921	1,000,000.00	35,175.00
" " " "	3½%	Jan. 1, 1923	2,000,000.00	69,597.50
" " " "	3½%	Feb. 2, 1925	500,000.00	.....
Boston & Maine Railroad Impt. bonds.....	4%	Feb. 2, 1905	*	40,000.00
Boston & Maine Railroad Impt. bonds.....	4%	Feb. 1, 1907	500,000.00	20,000.00
Boston & Maine Railroad Impt. bonds.....	4%	Feb. 1, 1937	1,919,000.00	76,740.00
Eastern Railroad certificates of indebtedness, U. S. gold.....	6%	Sept. 1, 1906	6,373,000.21	383,265.00
Eastern Railroad certificates of indebtedness, £ sterling.....	6%	Sept. 1, 1906	1,449,243.70	88,852.56
Portsmouth, Great Falls & Conway Railroad bonds.....	4½%	June 1, 1937	1,000,000.00	46,766.25
Portland & Rochester Railroad terminal bonds.....	4%	Oct. 1, 1907	113,500.00	4,870.00
Central Massachusetts Railroad bonds.....	5%	Oct. 1, 1906	2,000,000.00	100,000.00
Total.....			\$30,808,743.91	\$1,398,268.81

SINKING FUNDS.

Amount June 30, 1904, for redemption of B. & M. R. R. improvement bonds, sinking fund	\$1,337,865.60
Amount July 30, 1904, of Eastern R. R. bonds, sinking fund	360,321.52
Total sinking funds June 30, 1904	\$1,698,187.12

* \$1,000,000 bonds matured, all have been paid.

Additions during the year to B. & M. R. R. improvement bonds, sinking fund	\$88,163.85	
Additions during the year to Eastern R. R. bonds, sinking fund	100,378.24	\$188,542.09
Total, including additions		\$1,886,729.21
Deductions during the year from B. & M. R. R. improvement bonds, sinking fund	\$501,961.56	
Deductions during the year from Eastern R. R. bonds, sinking funds	459,303.87	961,265.43
Total sinking funds June 30, 1905		\$925,463.78
INJURY FUND.		
Amount of injury fund June 30, 1904		\$150,000.00
Additions during the year		361,652.43
Total, including additions		\$511,652.43
Deductions during the year		361,652.43
Total injury fund June 30, 1905		\$150,000.00
CONTINGENT FUND.		
Amount of contingent fund June 30, 1904		\$65,010.22
Additions during the year		76,926.43
Total contingent fund June 30, 1905		\$141,936.65
VOLUME OF TRAFFIC, ETC.		
Passenger traffic:		
Number of passengers carried paying revenue, on steam roads		38,669,511
Number of passengers carried paying revenue, on electric street roads		3,205,299
Number of passengers carried one mile, not including electric street roads		702,490,018
Number of passengers carried one mile per mile of road operated, not including electric street roads		313,284

Average miles of steam roads operated . . .	2,242.34
Average miles of electric roads operated . . .	45.98
Average length of journey per passenger, not including electric street roads, miles . . .	18.17
Average amount received from each passenger, including electric street roads . . .	\$0.29924
Average amount received per passenger per mile carried, not including electric street roads . . .	1.755
Passenger earnings (gross) per mile of road operated, including electric street roads . . .	6,245.46
Passenger earnings (gross) per passenger-train mile run, not including electric street roads . . .	1.23266
Freight traffic:	
Number tons of freight hauled earning revenue . . .	20,546,826
Number of tons of freight hauled one mile . . .	1,854,130,258
Number of tons of freight hauled one mile per mile of road operated, not including electric street roads . . .	826.873
Average length of haul per ton, miles . . .	90.24
Average amount received for each ton freight . . .	\$1.03924
Average amount received per ton per mile hauled . . .	1.152
Freight earnings (gross) per mile of road operated, not including electric street roads . . .	9,664.43
Freight earnings (gross) per freight-train mile run . . .	2.47300
Operating expenses:	
Operating expenses per mile of road operated, not including electric street roads . . .	11,788.64
Operating expenses per revenue-train mile run, not including electric street roads . . .	1.21928
Train mileage:	
Miles run by passenger trains . . .	11,272,913
Miles run by freight trains . . .	8,605,773
Miles run by mixed trains . . .	158,045
Total mileage of trains earning revenue . . .	20,036,731
Miles run by switching trains . . .	7,565,512
Miles run by construction and other trains . . .	1,603,736
Total train mileage . . .	29,205,979
Fares and freights:	
Average rate of fare per mile on single local tickets, not including electric street roads . . .	1.738 cents
Average rate of fare per mile on commutation tickets within suburban circuits . . .	1 to 2 "
Average rate of fare per mile on commutation tickets, outside suburban circuit . . .	2 to 2¼ "

Average rate of fare per mile on mileage tickets (500 miles)	2¼ cents
Average rate of fare per mile on mileage tickets (1,000 miles)	2.000 "
Average rate of fare per mile on season tickets	0.712 "
Average rate of fare per mile on joint tickets	1.853 "
Average rate of freight per ton mile on local way-bill	2.071 "
Average rate of freight per ton mile on joint way-bill	0.756 "
Passengers to and from Boston:	
Number of passengers (including season ticket) to Boston	10,207,443
Number of passengers (including season ticket) from Boston	10,543,660
Season-ticket passengers to and from Boston	2,129,190
Average number of persons employed	23,509
RAILROAD OWNED.	
Length of main line in New Hampshire	124.28 miles
Total length of main line	446.52 "
Length of branch line in New Hampshire	75.08 "
Total length of branch line	165.77 "
Total length of line owned in New Hampshire	199.36 "
Total length of line owned	612.29 "
Length of second track in New Hampshire	40.76 "
Total length of second track	166.24 "
Total length of third track	2.26 "
Length of side track in New Hampshire	60.41 "
Total length of side track	333.11 "
Total length of track owned in New Hampshire	300.53 "
Total length of track owned	1,113.90 "
RAILROAD OPERATED.	
Length of main line in New Hampshire	501.18 miles
Total length of main line	1,353.90 "
Length of branch line in New Hampshire	557.76 "
Total length of branch line	932.69 "
Total length of line operated in New Hampshire	1,058.94 "
Total length of line operated	2,286.59 "
Average length of line operated during the year	2,288.32 "
Length of second track in New Hampshire	81.28 "
Total length of second track	511.40 "
Length of third track in New Hampshire	1.35 "
Total length of third track	8.31 "
Total length of fourth track	2.02 "
Length of side track, etc., in New Hampshire	374.52 "
Total length of side track, etc.	1,210.02 "
Total length of track operated in New Hampshire	1,516.09 "
Total length of track operated	4,018.34 "

EQUIPPED FOR ELECTRIC POWER.	
Length of main line	45.98 miles
Length of side track, etc	3.58 "
Total length of electric track	49.56 miles
RAILROAD CROSSINGS IN NEW HAMPSHIRE.	
<i>Crossings with Highways.</i>	
Number of crossings of Company's railroad with highways at grade	912
Number of highway grade crossings protected by gates	49
Number of highway grade crossings protected by flagmen	76
Number of highway grade crossings protected by electric signals only	5
Number of highway grade crossings unprotected	782
Number of highway bridges 18 feet (or more) above track	43
Number of highway bridges less than 18 feet above track	66
Height of lowest highway bridge above track	14 ft. 11 in.
<i>Crossings with Other Railroads.</i>	
Crossings of Company's railroad with other railroads at grade	5
Scotts. White Mountain Division with Maine Central Railroad.	
Coös Junction. White Mountain Division with Maine Central Railroad.	
Fabyans. Mt. Washington Branch with Maine Central Railroad.	
Whitefield. Whitefield & Jefferson Branch with Maine Central Railroad	
Jefferson Junction. Whitefield & Jefferson Branch with Maine Central Railroad.	

Description of Railroads and Branches Owned by

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Termini of Main or Branch Line.
Worcester, Nashua & Rochester	Main.	Worcester, Mass., to Rochester
Boston & Lowell	"	Boston to Lowell, Mass.
Mystic	Branch.	Somerville to Mystic Wharves, Mass.
Lexington	"	Somerville to Lexington, Mass.
Middlesex Central	"	Lexington to Concord, Mass.
Bedford & Billerica	"	Bedford to Billerica, Mass.
Woburn	"	Winchester to North Woburn Junc., Mass.
Stoneham	"	Montvale Junc. to Stoneham, Mass.
Lawrence	"	Wilmington to Wilmington Junc., Mass.
Salem & Lowell	"	Peabody to Tewksbury Junc., Mass.
Lowell & Lawrence	"	Lowell to Lawrence, Mass.
Nashua & Lowell	Main.	Lowell, Mass., to Nashua
Concord & Montreal	"	Nashua to Groveton
Hooksett	Branch.	Hooksett to Bow Junction
Mt. Washington	"	Wing Road to Base Mt. Washington
Nashua, Acton & Boston	"	North Acton, Mass., to Nashua
Manchester & North Weare	"	Manchester to Henniker
Lake Shore	"	Lakeport to Alton Bay
Tilton & Belmont	"	Belmont Junction to Belmont
Whitefield & Jefferson	"	{ Whitefield Junction to Berlin
Profile & Franconia Notch	"	{ Jefferson Meadows to Jefferson
Manchester & Milford	"	Bethlehem Junc. to Bethlehem and Profile
Franklin & Tilton	"	Grasmere Junc. to East Milford [House
New Boston	"	Franklin to Tilton
Concord & Portsmouth	"	Parkers to New Boston
Suncook Valley	"	Portsmouth to Manchester
Suncook Valley Extension	"	Suncook to Pittsfield
Pemigewasset Valley	"	Pittsfield to Center Barnstead
Concord & Manches'r Elec. Br.	"	{ Plymouth to Lincoln
Northern	Main.	{ Campton to Campton Village
Peterborough & Hillsborough	Branch.	Concord to Manchester and Penacook
Bristol	"	Concord to White River Junction, Vt.
Concord & Claremont	"	Peterborough to Hillsborough Bridge
Connecticut & Passumpsic Riv's.	Main.	Franklin to Bristol
Massawippi Valley	"	{ Concord to Claremont Junction
Stanstead	Branch.	{ Contoocook to Hillsborough Bridge
Connecticut River	Main.	White River Junction, Vt., to Canada Line.
Chicopee Falls	Branch.	Canada Line to Lenoxville, P. Q.
East Hampton	"	Stanstead Junc. to Stanstead, P. Q.
Danvers	"	Springfield, Mass., to Keene
Newburyport	"	Chicopee Junc. to Chicopee Falls, Mass.
Lowell & Andover	"	Mt. Tom Junc. to Easthampton, Mass.
Manchester & Lawrence	"	Wakefield Junction to Danvers, Mass.
Stony Brook	"	{ Bradford to Newburyport, Mass.
Kennebunk & Kennebunkport	"	{ Georgetown to Danvers, Mass.
Wilton	"	Lowell Junction to Lowell, Mass.
Peterborough (W. N. & P. Div.)	"	N. H. State Line to Manchester
Manchester & Keene	"	No. Chelmsford to Ayer Junction, Mass.
Fitchburg	Main.	Kennebunk to Kennebunkport, Me.
Fitchburg	"	Nashua to Wilton
Fitchburg	"	Wilton to Greenfield
Fitchburg	"	Greenfield to Keene
Boston	Branch.	Boston to Fitchburg, Mass.
Watertown	"	Greenfield, Mass., to Rotterdam Jc., N. Y.
Marlborough	"	Vermont State Line to Troy, N. Y.
Greenville	"	Ashburnham Jc., Mass., to Bellows Falls, Vt.
		Ice Track in Boston, Mass.
		W. Cambridge to Waltham, Mass.
		So. Acton to Marlborough, Mass.
		Ayer, Mass., to Greenville
Carried forward		

Other Companies but Operated by this Company.

Length of line in miles.		Second track.		Third track.		Fourth track.		Side track, etc.		Length com- puted as single track.	
Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
94.48	55.02	18.13						50.93	18.54	163.54	73.56
26.75		26.75						64.15	5.36	117.68	5.36
2.25		.85						32.29		35.39	
8.11		8.11						3.72		19.94	
11.03								8.72		14.80	
7.63								.80		8.43	
6.20		6.20						3.30		15.70	
2.50								1.56		4.06	
3.21								1.58		4.79	
16.80								7.46		24.26	
12.42								6.73		19.15	
14.50	5.25	14.50	5.25					13.06	4.90	42.06	15.40
181.07	181.07	35.27	35.27	1.35	1.35			114.30	114.30	331.99	331.99
7.59	7.59							3.59	3.59	11.18	11.18
20.17	20.17							5.16	5.16	25.33	25.33
20.12	4.98							4.54	2.39	24.66	7.37
24.50	24.50							8.70	8.70	33.90	33.20
17.28	17.28							2.03	2.03	19.31	19.31
4.17	4.17							.65	.65	4.82	4.82
33.69	33.69							13.75	13.75	47.44	47.44
12.84	12.84							1.69	1.69	14.53	14.50
18.54	18.54							1.10	1.10	19.64	19.60
4.95	4.95							3.61	3.61	8.56	8.53
5.19	5.19							.81	.81	6.00	6.09
39.87	39.87							15.46	15.46	55.33	55.36
17.41	17.41							3.89	3.89	21.90	21.83
4.46	4.46							1.24	1.24	5.70	5.74
22.93	22.93							12.86	12.86	35.79	35.70
27.88	27.88							2.43	2.43	30.31	30.31
69.50	69.26							24.43	23.78	93.93	93.04
18.51	18.51							2.00	2.00	20.51	20.51
13.41	13.41							1.01	1.01	14.42	14.42
70.90	70.90							12.11	12.11	83.01	83.01
110.30								41.99		152.29	
31.95								6.65		38.60	
3.51								.96		4.47	
74.00	23.21	36.00		.80				61.25	5.17	172.05	28.38
2.35								1.85		4.20	
3.50								1.36		4.86	
9.26								2.05		11.31	
26.98								5.18		32.16	
8.85		7.28						6.23		22.36	
22.39	22.39							10.72	10.72	33.11	33.11
13.16								6.06		19.22	
4.50								.92		5.42	
15.50	15.50							5.03	5.03	20.73	20.53
10.50	10.50							1.58	1.58	12.08	12.08
29.59	29.59							2.66	2.66	32.25	32.25
49.65		49.65		3.90		2.02		86.52		191.74	
105.25		70.60						92.73		268.58	
40.30								10.56		50.86	
53.85	43.09							25.23	21.22	79.08	64.31
.66		.49								1.15	
6.63		6.48						4.99		18.10	
12.35								3.92		16.27	
23.64	9.58							4.38	2.01	28.02	11.59
1499.58	833.73	280.31	40.52	6.05	1.35	2.00	.....	807.51	309.75	2595.47	1185.35

Description of Railroads and Branches Owned by

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Terminal of Main or Branch Line.
<i>Brought forward</i>		<i>Brought forward</i>
Milford.....	Branch.	Squamacook Junc., Mass., to Milford.....
Ashburnham.....	"	So. Ashburnham to Ashburnham, Mass.....
Worcester.....	"	Worcester to Winchenden, Mass.....
Peterborough (F. Div.).....	"	Winchenden, Mass., to Peterborough.....
Saratoga & Schuylerville.....	"	{ Saratoga Junc. to Saratoga, N. Y..... }
Vermont & Massachusetts.....	Main.	{ Schuylerville Jc. to Schuylerville, N. Y. }
Turner's Falls.....	Branch.	Fitchburg to Greenfield, Mass.....
Troy & Hennington.....	"	Turner's Falls Jc. to Turner's Falls, Mass...
Trackage rights.....		Hoosick Junc., N. Y., to State Line, Vt.
" ".....		No. Acton to Concord Junction, Mass.....
" ".....		Lenoxville to Sherbrooke, P. Q.....
" ".....		In City of Troy, N. Y.....
		Mechanicville to Crescent, N. Y.....
Total.....		

Other Companies but Operated by this Company.

Length of line in miles.		Second track.		Third track.		Fourth track.		Side track, etc.		Length com- puted as single track.	
Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
1499.52	833.73	280.31	40.52	6.05	1.35	2.02	.....	807.51	309.75	2595.47	1185.35
21.73	12.17	.....	.....	.....	.....	.....	.....	4.23	2.08	25.96	14.25
2.59	.....	.....	.....	.....	.....	.....	.....	.62	.....	3.11	.....
35.74	.....	.....	.....	.....	.....	.....	.....	14.17	.....	49.91	.....
15.96	13.68	.....	.....	.....	.....	.....	.....	2.28	2.28	18.21	15.96
25.82	.....	.....	.....	.....	.....	.....	.....	4.36	.....	30.18	.....
55.78	.....	55.78	.....	.....	.....	.....	.....	42.18	.....	153.74	.....
2.80	.....	.....	.....	.....	.....	.....	.....	.59	.....	3.39	.....
5.04	.....	.....	.....	.....	.....	.....	.....	1.07	.....	6.11	.....
4.21	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.21	.....
2.95	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.95	.....
2.13	.....	2.13	.....	.....	.....	.....	.....	.....	.....	4.26	.....
.....	.....	6.94	.....	.....	.....	.....	.....	.....	.....	6.94	.....
1674.30	859.58	345.16	40.52	6.05	1.35	2.02	.....	876.91	314.11	2904.44	1215.56

Description of Railroads and Branches

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Termini of Main or Branch Line.
Boston & Maine, Western Div.....	Main.	Boston, Mass., to Portland, Me.....
Eastern Division	"	Conway Junc., Me., to Intervale Junc.....
Southern Division	"	No. Cambridge to Northampton, Mass
W. N. & P. Division	"	Rochester to Portland, Me.....
Medford	Branch.	Medford Junc. to Medford, Mass.....
South Reading	"	Peabody to Wakefield Junc., Mass.....
Methuen	"	Lawrence, Mass., to N. H. State Line
West Amesbury	"	Newton Junc. to Merrimac, Mass.....
Dover & Winnepesaukee	"	Dover to Alton Bay.....
Somersworth	"	Rollinsford to Somersworth.....
Orchard Beach	"	Old Orchard to Camp Ellis, Me.....
Charlestown	"	Freight tracks in Charlestown, Mass.....
Saugus	"	Everett to West Lynn, Mass.....
Chelsea Beach	"	Revere Junc. to Saugus River Junc., Mass...
Swampscott	"	Swampscott to Marblehead, Mass.....
Marblehead	"	Salem to Marblehead, Mass.....
Lawrence	"	Salem to North Andover, Mass.....
Gloucester	"	Beverly to Rockport, Mass.....
Essex	"	Wenham to Essex, Mass..... [Mass.
Newburyport City	"	Eastern tracks to Newburyport Wharves,
Salisbury	"	Salisbury to Amesbury, Mass.....
Portsmouth & Dover	"	Portsmouth to Dover.....
Wolfeborough	"	Sanbornville to Wolfeborough.....
Union	"	Green Street to M. C. R. R., Portland, Me. ...
Lowell & Lawrence and Lowell & Andover connection	"	Lowell, Mass.....
Electric street railway	Branch.	Portsmouth and Northampton.
Total		

Owned by this Company.

Length of line in miles.		Second track.		Third track.		Side track, etc.		Length com- puted as single track.	
Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
115.31	34.75	81.21	24.83	1.53	.....	115.69	15.92	313.74	75.50
108.29	16.08	57.38	15.93	.73	.....	88.38	9.37	254.78	41.38
73.37	70.45	.....	.....	.....	.....	19.81	17.96	93.18	88.41
95.69	.....	.....	.....	.....	.....	25.14	.....	120.83	.....
58.86	3.00	.....	.....	.....	.....	24.04	2.47	77.90	5.47
2.00	.....	2.00	.....	.....	.....	1.96	.....	5.96	.....
8.12	.....	.....	.....	.....	.....	2.16	.....	10.28	.....
3.75	.....	1.00	.....	.....	.....	14.32	.....	14.07	.....
4.45	2.32	.....	.....	.....	.....	.62	.20	5.07	2.52
29.00	29.00	.....	.....	.....	.....	7.20	7.20	36.20	36.20
2.75	2.75	.....	.....	.....	.....	1.85	1.85	4.60	4.60
3.27	.....	.....	.....	.....	.....	.36	.....	3.63	.....
1.09	.....	1.09	.....	.....	.....	.....	.....	2.18	.....
9.55	.....	9.55	.....	.....	.....	5.30	.....	24.40	.....
3.34	.....	2.49	.....	.....	.....	.22	.....	6.05	.....
3.96	.....	.52	.....	.....	.....	1.30	.....	5.78	.....
3.52	.....	.....	.....	.....	.....	.86	.....	4.38	.....
19.89	.....	1.64	.....	.....	.....	7.83	.....	29.36	.....
16.94	.....	8.99	.....	.....	.....	4.95	.....	30.88	.....
6.00	.....	.....	.....	.....	.....	1.97	.....	7.97	.....
1.97	.....	.....	.....	.....	.....	1.28	.....	3.25	.....
3.79	.....	.....	.....	.....	.....	2.43	.....	6.22	.....
10.88	10.88	.....	.....	.....	.....	3.22	3.22	14.10	14.10
12.03	12.03	.....	.....	.....	.....	1.07	1.07	13.10	13.10
1.12	.....	.....	.....	.....	.....	.....	.....	1.12	.....
.25	.....	.37	.....	.....	.....	.....	.....	.62	.....
18.10	18.10	.....	.....	.....	.....	1.15	1.15	19.25	19.25
612.29	199.36	166.24	40.76	2.26	.....	333.11	60.41	1,113.90	300.53

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number owned.	Number owned and by leased roads.	Total owned and leased.	Number equipped with power driv- ing-wheel brakes.	Maximum weight, pounds.	Average weight, pounds.	Number equipped brakes.	Number equipped with automatic couplers.	Name of coupler used.
Passenger locomotives.....	183	206	389	389	170,400	100,000			
Freight ".....	179	207	386	386	176,850	129,980			
Switching, etc. ".....	101	139	240	239	123,000	83,460			
Total.....	473	552	1,025	1,024					
Passenger cars.....	562	432	994				971	933	456 Gould, 467 National, 10 Tower.
Combination cars.....	105	139	244				244	244	60 Gould, 184 National.
Parlor cars.....	1	8	9				9	9	6 Gould, 3 National.
Baggage, express and mail cars.....	151	159	310				310	310	79 Gould, 195 National, 32 Trojan, 4 Tower.
Other cars in passenger service.....	43	26	69				69	69	26 Gould, 42 National, 1 Trojan.
Total.....	862	764	1,626				1,603	1,565	
Box cars.....	2,951	5,297	8,248				7,635	8,248	1 Burns, 7,855 Gould, 2 Janney, 1 Nat'l, 388 Trojan.
Flat cars.....	990	1,979	2,969				2,697	2,969	3 Burns, 2,940 Gould, 3 Janney, 1 National, 1 Standard, 221 Trojan.
Stock cars.....	197	43	150				145	150	148 Gould, 2 Trojan.

NEW BRIDGES.

NUMBER AND LOCATION.	Description of bridge replaced.	Description of new bridge.	Length of span and number of tracks.	By whom built.
Eastern Division:				
203, North Conway.....	Pile trestle.....	Pile trestle.....	118 ft., 10 ft.,	track. "
255, Somersworth.....	Wood stringer.....	Deck plate girder.....		
Fitchburg Division:				
329, W. Hollis.....	Pile trestle.....	Pile trestle.....	97 ft., 9 in.,	"
353, Hadley.....	Trussed stringer.....	Keyed stringer.....	20 ft., 2 in.,	"
W. N. & P. Division:				
73, Milford.....	Wood stringer.....	Pile trestle.....	40 ft.,	"
123, E. Harrisville.....	"	Wood stringer.....	18 ft., 7 in.,	"
Concord Division:				
7, Concord.....	Wood stringer.....	Wood stringer.....	11 ft.,	"
8, ".....	"	"	12 ft., 4 in.,	"
11, Penacook.....	"	"	18 ft., 4 in.,	"
28, Franklin.....	"	"	12 ft.,	"
29, ".....	"	"	13 ft.,	"
30, E. Andover.....	Trussed stringer.....	Keyed stringer.....	20 ft., 7 in.,	"
35, ".....	Wood stringer.....	Wood stringer.....	17 ft., 7 in.,	"
37, ".....	"	"	19 ft., 2 in.,	"
40, ".....	"	"	19 ft.,	"
43, Andover Plains.....	"	"	15 ft.,	"
64, Danbury.....	Framed trestle.....	Framed trestle.....	84 ft., 5 in.,	"
65, Grafton.....	"	"	78 ft., 1 in.,	"
66, ".....	Wood stringer.....	Wood stringer.....	12 ft., 7 in.,	"
73, Grafton Centre.....	"	"	12 ft.,	"
74, ".....	"	"	14 ft., 9 in.,	"
131, Warner.....	"	"	11 ft., 2 in.,	"
140, Rody.....	Dk. wood truss.....	Deck Lattice.....	52 ft.,	"
184, Henniker.....	Pile trestle.....	Pile trestle.....	238 ft., 1 in.,	"
White Mountain Division:				
116, Lisbon.....	Wood stringer.....	Deck plate girder.....	22 ft., 8 in.,	"
166, Campton.....	"	Wood stringer.....	15 ft., 6 in.,	"
167, Campton Village.....	"	"	15 ft., 6 in.,	"
173, W. Thornton.....	"	"	18 ft.,	"
230, Bethlehem.....	"	"	16 ft.,	"
231, ".....	"	"	16 ft.,	"

**BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED
DURING THE YEAR.**

NUMBER AND LOCATION.	Description of bridge.	Description of work done.
Eastern Division :		
223, Dover Point.....	Pile trestle and draw.	New ties on a portion.
300, North Conway...	Iron stringer.....	New ties.
Western Division :		
73, Dover	Riveted deck truss...	"
Southern Division :		
446, Epsom	Wood Pony	New ties and additional fl. [beams.
Fitchburg Division :		
412, Keene	Deck plate girder....	New ties.
W. N. & P. Division....		
40, West Windham...	Deck Pratt truss.....	Arches & additio'l fl. beams.
49, Epping	" " "	" " "
52, Lee	" " "	" " "
54, Lee	Through Pratt truss..	" " "
62, West Rochester..	Through iron riveted	New ties.
Concord Division :		
6, Concord.....	Framed trestle.....	New ties, horses, and additional stringers.
213, Franklin	Thro. lattice and pile.	North pile approach rebuilt.
White Mountain Div :		
47, Bridgewater.....	Wood pony.....	New ties.
171, Thornton	Through Howe.....	New floor.
172, West Thornton..	Wood stringer	New ties & addit'l stringers.
220, Base Mt. Wash'n.	Framed trestle.....	New ties.
229, Maplewood	Wood stringer.....	New abuts. side stgs. & ties.

**BRIDGES ELIMINATED DURING THE YEAR, SPECIFYING
LOCATION AND MANNER.**

NUMBER AND LOCATION.	Manner of Elimination.
Eastern Division :	
301, North Conway.....	Filled and bridge removed.
Concord Division :	
62, Danbury	Filled with 3 ft. of cast iron pipe.
64, Grafton Center	" " "

RAILROAD BRIDGES IN NEW HAMPSHIRE.

Total length of pile and trestle bridging, 15,142 ft. 8 in.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.		Total on all lines operat'd.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....				2	.....	2	4	7
Employees.....	4	4	4	9	8	13	40	82
Other persons.....			21	6	21	6	109	50
Total.....	4	4	25	17	29	21	153	139

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

July 3. West Rochester. Four trainmen injured on account of head-on collision at bridge No. 63, between Rochester and West Rochester, killing two horses in car containing nine; derailling three cars.

July 7. Nashua. Frederick McCann, seen near Hollis street as engine was coming out of house, and later found under cars badly crushed; died from injuries; trespasser.

July 22. Nashua. James McLaughlin, brakeman, found beside tracks with left wrist broken and chin bruised; exact circumstances unknown.

July 29. Conway. Leslie P. Derrow, trespasser, both legs off, head crushed; circumstances unknown.

August 10. Rochester. Horace F. Bean, brakeman, sitting on monitor of caboose, struck by overhead bridge.

August 15. Greenland. Moses Toney, trespasser, while walking track, was struck and killed.

August 15. Newport freight yard. Lillian May Nichols, child of seven, run over and killed at Pearl-Street crossing.

August 23. South Lyndeborough. J. H. Perham attempted to drive over crossing with horse and buggy and struck by engine; cut on eye, three ribs broken; traveler on highway.

August 25. Rochester yard. John W. Hooper, brakeman, while making up train, slipped from train; left arm crushed.

August 23. Tilton. William Carroll, trespasser, struck and killed by train while walking track.

August 25. Marlborough. Unknown man, trespasser, sitting on track, struck and killed by train.

August 25. Concord yard. William Green, trespasser, attempted to board train, fell under wheels, sustaining fatal injuries.

September 12. Concord yard. B. A. Gee, brakeman, right leg run over above ankle.

September 8. Nashua yard. J. H. Reardon, brakeman, wrist broken and ankle sprained; thrown from car by jar.

September 23. Manchester yard. E. R. Hardy, employee, toes of right foot run over and head bruised; stepped in front of engine.

October 5. Laconia yard. Arthur F. Merrill, brakeman, both legs cut off at knees; slipped or fell from pilot of engine.

October 7. Marlborough. Phillip Shunskey, assumed name, Phillip Smith, trespasser, foot and ankle badly crushed; circumstances unknown.

October 22. Dover yard. James Cornell, boy, trespasser, right leg crushed; fatal.

October 24. Greenfield yard. J. E. Doliver, laborer, shoulder bone broken; misplaced switch; one or two other laborers hurt.

October —. Bridgewater Bridge. Harry L. Gould, employee killed; circumstances unknown; taken to Plymouth the twenty-fourth.

November 10. Between Greenland and Portsmouth. C. B. Beebe, trespasser, killed while walking track.

November 25. Hudson. R. L. Flanders, yard conductor, killed; caught between loading run platform and car.

December 1. Freight yard, Somersworth. Fred Auber, trespasser, killed; struck by train; under influence of liquor.

December 3. Rochester yard. Herman C. Dyer, trespasser, killed; body found on tracks; circumstances unknown.

December 5. Concord yard. F. S. Kidder, employee, killed; coupling cars; head caught between Miller ends.

December 23. South Charlestown. Mrs. A. French, trespasser, killed; struck by engine while crossing tracks.

December 29. White Mountain Division, Plymouth. Edward C. Harris, traveler on highway, fatal; drove on crossing.

January 6. Manchester. Frederick Swan, trespasser, killed; stepped in front of train at private crossing.

January 11. Manchester. John T. Robinson, trespasser, killed; walking tracks.

January 14. Whitefield. Mr. Madden, trespasser, right leg cut off; struck by engine.

January 18. Woodsville yard. Louis Moran, trespasser, killed; walking track; struck by engine.

January 19, Goffstown, Leslie McDonald, brakeman, killed; crossing from ladder on one car to another and fell.

March 2. Portsmouth. William Costello, trespasser, killed; circumstances unknown.

March 3. Salmon Falls. P. J. Johnson, brakeman, killed; ladder rung broke and he fell under cars.

March 3. Nashua. Harley Wright, trespasser, killed; struck by engine while walking tracks.

March 8. Rochester yard. W. H. Hannon, fireman, fatal; D. H. Jenness, brakeman, fatal. Head-on collision of two freights.

March 11. Manchester yard. F. S. Worthen, trespasser, killed; struck by engine while walking tracks.

March 25. Manchester yard. John Page, arm broken, internal injuries; employee Mr. Poore, coal dealer, standing near public delivery track.

March 31. Nashua yard. Wilfred Patnaude, trespasser, arm cut off, boy; riding on side of car, fell in getting off.

April 2. East Lebanon, Joseph Keeough, trespasser, left leg at ankle and left arm run over; died from injuries.

April 8. Nashua Junction. Peter Beauchemin, passenger, three ribs broken; attempted to board train after it had started.

April 19. Manchester yard. Athanasious Panpos, trespasser, both legs run over; attempted to cross track; died from injuries.

May 10. Greenville. Patrick Downes, employee, killed; train struck hand car, fatally injuring Downes.

May 24. Nashua yard. F. H. Christian, employee, rib broken; fell to ground from ladder; appliances in good order.

June 10. Dover. Joe Miller, passenger, skull fractured, internal injuries; supposed to have jumped from train in yard.

June 24. Seabrook. Josiah Dow, trespasser, killed; body found by tracks; last seen in an intoxicated condition.

PROPER ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Lucius Tuttle, Boston, Mass.; second vice-president and general traffic manager, William F. Berry, Boston, Mass.; third vice-president and general manager, Frank Barr, Boston, Mass.; fourth vice-president and general auditor, William J. Hobbs, Boston, Mass.; assistant general auditor, Stuart H. McIntosh, Boston, Mass.; treasurer, Herbert E. Fisher, Boston, Mass.; assistant treasurer, John F. Webster, Concord, N. H.; clerk of corporation, William B. Lawrence, Boston, Mass.; general counsel, Richard Olney, Boston, Mass.; general solicitor, Edgar J. Rich, Boston, Mass.; assistant general manager, Charles E. Lee, Boston, Mass.; general superintendent, Daniel W. Sanborn, Boston, Mass.; general passenger and ticket agent, Dana F. Flanders, Boston, Mass.; freight traffic manager, Michael T. Donovan, Boston, Mass.; export freight traffic manager, Amos S. Crane, Boston, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass.; Samuel C. Lawrence, Medford, Mass.; Richard Olney, Boston, Mass.; Alvah W. Sulloway, Franklin, N. H.; Joseph H. White, Brookline, Mass.; Walter Hunnewell, Wellesley, Mass.; Lewis Cass Ledyard, New York, N. Y.; Henry M. Whitney, Brookline, Mass.; Henry F. Dimock, New York, N. Y.; William Whiting, Holyoke, Mass.; Charles M. Pratt, New York, N. Y.; Alexander Cochrane, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

LUCIUS TUTTLE,
SAMUEL C. LAWRENCE,
JOSEPH H. WHITE,
A. W. SULLOWAY,
WILLIAM WHITING,
LEWIS CASS LEDYARD,
WALTER HUNNEWELL,
RICHARD OLNEY,
HENRY M. WHITNEY,

Directors.

HERBERT E. FISHER,

Treasurer.

FRANK BARR,

Third Vice-President and General Manager.

STATE OF MASSACHUSETTS.

SUFFOLK, ss. September 7, 1905. Then personally appeared the above-named Lucius Tuttle, Samuel C. Lawrence, Joseph H. White, A. W. Sulloway, William Whiting, Alexander Cochrane, Walter Hunnewell, Richard Olney, Henry M. Whitney, Herbert E. Fisher, and Frank Barr, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. A. RYDER,
Justice of the Peace.

REPORT

OF THE

CONCORD & CLAREMONT, N. H., RAILROAD

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$22,500.00
Interest on funded debt	22,500.00
Net divisible income	nothing
Amount of deficit June 30, 1904	\$35,439.34
Total deficit June 30, 1905	\$35,439.34
GENERAL BALANCE SHEET.	
Cost of road	\$1,131,206.38
Profit and loss balance—deficit	35,439.34
Total	\$1,166,645.72
Capital stock, common	\$412,400.00
Funded debt	500,000.00
Total current liabilities	\$254,245.72
Total	\$1,166,645.72
CAPITAL STOCK.	
Capital stock authorized by law, common	\$412,400.00
Capital stock authorized by votes of company, common	412,400.00
Capital stock issued and outstanding, common . .	412,400.00
Number of shares issued and outstanding, com- mon	412,400

Number of stockholders, common	8
Number of stockholders in New Hampshire, common	7
Amount of stock held in New Hampshire, common	\$409,200.00

PROPER ADDRESS OF THE COMPANY.

CONCORD & CLAREMONT, N. H., RAILROAD,
1023 OLD SOUTH BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Alvah W. Sulloway, Franklin, N. H.; treasurer, George U. Crocker, 1023 Old South Building, Boston, Mass.; clerk of corporation, George W. Stone, Andover, N. H.; assistant treasurer, Horace E. Chamberlin, Concord, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

Alvah W. Sulloway, Franklin, N. H.; Warren F. Daniell, Franklin, N. H.; Charles O. Stearns, Augustus E. Scott, Boston, Mass.; Frank P. Vogl, Claremont, N. H.; William F. Richards, Newport, N. H.; Charles H. Fish, Dover, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

ALVAH W. SULLOWAY,
President and Director.

GEORGE U. CROCKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. October 12, 1905. Then personally appeared the above-named A. W. Sulloway and George U. Crocker, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

G. GLOVER CROCKER, JR.,
Justice of the Peace.

REPORT

OF THE

CONCORD & MONTREAL RAILROAD

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road:	
October 1, 1904	\$130,310.25
January 1, 1905	130,310.25
April 1, 1905	130,310.25
July 1, 1905	130,310.25
	\$521,241.00
Interest received on bonds, from Boston & Maine Railroad	286,170.00
Gross income	\$807,411.00
Interest on funded debt, from Boston & Maine Railroad	286,170.00
Net divisible income	\$521,241.00
Dividends declared, 7 per cent on stock, payable quarterly	521,241.00
Surplus for the year ending June 30, 1905	nothing
Amount of surplus June 30, 1904	\$212,453.13
Total surplus June 30, 1905	\$212,453.13
GENERAL BALANCE SHEET.	
Cost of road	\$12,294,168.25
Cost of Concord & Manchester electric branch	473,488.64
Cost of Concord Street Railway branch	456,546.88
Total	\$13,224,203.77
Stocks and bonds of other corporations	595,342.59
Other permanent property	928,492.16
Total permanent investments	\$14,748,038.52

Cash	\$1,836.51	
Boston & Maine Railroad, Concord Railway account	7,416.90	
Boston & Maine Railroad, Manchester & Milford branch	839.63	
Boston & Maine Railroad, lease ac- count	51,864.83	
Due from solvent companies, Pemi- gewasset Valley Railroad	12,772.92	
Total cash and current assets		\$74,730.79
Total		\$14,822,769.31
Capital stock, class 1		\$800,000.00
Capital stock, class 2		540,400.00
Capital stock, class 3		459,600.00
Capital stock, class 4		5,647,600.00
Total capital stock		\$7,447,600.00
Funded debt, mortgage bonds		5,500,500.00
Debenture bonds		1,512,000.00
Current liabilities:		
Loans and notes payable	\$101,600.00	
Audited vouchers and accounts, B., C. & M. Railroad, expense account	770.56	
Dividends not called for, old B., C. & M. Railroad	857.00	
Matured interest coupons unpaid, old B., C. & M. Railroad	428.00	
Miscellaneous current liabilities:		
Advances by Boston & Maine Railroad	\$16,675.16	
B. & M. R. R., account Concord & Montreal Railroad improve- ment account	18,146.82	
B. & M. R. R., account Concord & Manchester electric branch	11,738.64	
Total current liabilities		\$150,216.18
Profit and loss balance—surplus		212,453.13
Total		\$14,822,769.31

PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Expenditures made for improvements to the property of the Concord & Montreal Railroad for the year ending June 30, 1905:	
Land at Wing Road (Wm. H. Blake)	\$50.00
Underpass at Rumney (Inah E. Hill)	50.00
Recording deeds, land at Bow, N. H., purchased by Manchester Traction, Light and Power Co., and conveyed to C. & M. R. R. under contract: July, 1904, 2 deeds \$1.70	
March, 1905, deed and plan, White to C. & M. R. R. 1.00	
	2.70
Rebuilding bridge, No. 102, Woodsville	489.09
Total	\$591.79
Less proceeds sale of:	
Land at Wells River, Vt., to town of Newbury, Vt. \$50.00	
Land at Wells River, Vt., to G. E. Randall 100.00	
	150.00
Total charge to improvement account, Concord & Montreal Railroad	\$441.79
Also Manchester & Milford branch, Concord & Montreal Railroad	593.00
Concord electric branch, Concord & Montreal Railroad	2,010.04
Concord Street Railway, change of gauge \$1,316.70	
Concord Street Railway, advertising 31.50	
Concord Street Railway, changing cars from narrow to standard gauge 933.86	
Concord Street Railway, installing portable sub-station at Concord 7,018.01	
	9,300.07
Net addition to property account for the year	\$12,344.90

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstand- ing.	Interest paid during the year.
Boston, Concord & Montreal Railroad, mortgage bonds.....		Old.	\$500.00	
Boston, Concord & Montreal Railroad, mortgage bonds.....	6	1911	500,000.00	\$30,000.00
Concord & Montreal Railr'd, mortgage bonds.....	4	1920	5,000,000.00	200,000.00
Concord & Montreal Railr'd, debenture bonds.....	4	1920	650,000.00	26,000.00
Concord & Montreal Railr'd, debenture bonds.....	3½	1920	400,000.00	14,000.00
Concord & Montreal Railr'd, debenture bonds.....	3½	1920	462,000.00	16,170.00
Total.....			\$7,012,500.00	\$286,170.00

RAILROAD OWNED.

Length of main line from Nashua to Groveton .	181.07 miles
Length of branch line in New Hampshire . .	182.76 "
Total length of branch line	197.90 "
Total length of line owned in New Hampshire .	363.83 "
Total length of line owned	378.97 "
Length of second track in New Hampshire . .	34.57 "
Total length of second track	34.57 "
Concord & Manchester Electric Branch (street railway)	27.88 "
Length of side track	151.27 "
Total length of track owned in New Hampshire .	577.55 "
Total length of track owned	592.69 "

PROPER ADDRESS OF THE COMPANY.

THE CONCORD & MONTREAL RAILROAD,

CONCORD, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Benjamin A. Kimball, Concord, N. H.; treasurer,
John F. Webster, Concord, N. H.; clerk of corporation, Frank
S. Streeter, Concord, N. H. See B. & M. R. R. for other officers.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Benjamin A. Kimball, George M. Kimball, Benjamin C. White, Concord, N. H.; Walter M. Parker, Noah S. Clark, Arthur H. Hale, Frank P. Carpenter, Manchester, N. H.; Hiram A. Tuttle, Pittsfield, N. H.; William H. Moses, Tilton, N. H.; Sumner Wallace, Rochester, N. H.; Hiram N. Turner, St. Johnsbury, Vt.; Charles E. Morrison, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

BENJAMIN A. KIMBALL,
President and Director.

JOHN F. WEBSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. Concord, October 20, 1905. Then personally appeared the above-named Benjamin A. Kimball, president, and John F. Webster, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE E. CUMMINGS,
Justice of the Peace.

REPORT

OF THE

CONCORD & PORTSMOUTH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$25,000.00
Salaries and maintenance of organization	410.00
Advertising	5.00
Net divisible income	\$24,585.00
Dividends declared, 7 per cent on common stock	24,500.00
Surplus for the year ending June 30, 1905	85.00
Amount of surplus June 30, 1904	4,358.51
Total surplus June 30, 1905	\$4,443.51
GENERAL BALANCE SHEET.	
Cost of road	\$350,000.00
Cash	4,443.51
Total	\$354,443.51
Capital stock, common	\$350,000.00
Profit and loss balance—surplus	4,443.51
Total	\$354,443.51
CAPITAL STOCK.	
Capital stock authorized by law, common	\$500,000.00
Capital stock authorized by votes of company, common	350,000.00
Capital stock issued and outstanding, common	350,000.00

Number of shares issued and outstanding, common	3,500
Number of stockholders, common	194
Number of stockholders in New Hampshire, common	165
Amount of stock in New Hampshire, common	\$320,500.00

RAILROAD OWNED.	
Length of main line in New Hampshire	40.50 miles
Length of branch line	7.00 "
Total length of track owned	47.50 miles

PROPER ADDRESS OF THE COMPANY.

CONCORD & PORTSMOUTH RAILROAD,

MANCHESTER, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, William A. Peirce, Portsmouth, N. H.; treasurer, W. Byron Stearns, Manchester, N. H.; clerk of corporation, Wallace Hackett, Portsmouth, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

William A. Pierce, Wallace Hackett, Calvin Page, Portsmouth, N. H.; Walter M. Parker, Manchester, N. H.; Joseph B. Walker, Samuel C. Eastman, Concord, N. H.; Elesha R. Brown, Dover, N. H.

I hereby certify that the statements contained in the foregoing return are full, just, and true.

W. BYRON STEARNS,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. October 18, 1905. Then personally appeared the above-named W. Byron Stearns, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

HENRY M. PUTNEY,
Justice of the Peace.

REPORT

OF THE

CONNECTICUT RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Rentals received from lease of road	\$349,065.00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization	\$2,000.00
Interest on funded debt	84,065.00
Total expenses and charges upon income	86,065.00
Net divisible income	\$263,000.00
Dividends declared, 10 per cent on common stock	263,000.00
Surplus for the year ending June 30, 1905 . .	nothing
Amount of deficit June 30, 1904	\$193,884.84
Total deficit June 30, 1905	\$193,884.84
GENERAL BALANCE SHEET.	
Cost of road	\$3,597,366.50
Cost of equipment	455,977.66
Lands in:	
Chicopee and Brightwood, Mass.	\$39,175.00
Greenfield, Mass.	75.00
	39,250.00

Stock of:		
Vermont Valley Railroad Com-		
pany of 1871	\$579,200.00	
Hampden Park	23,987.50	
		\$603,207.50
Total permanent investments		\$4,695,801.66
Cash	\$26,856.53	
Due from solvent companies and in-		
dividuals	159,552.89	
Total cash and current assets		186,409.42
Profit and loss balance—deficit		193,884.84
Total		\$5,076,095.92
Capital stock, common		\$2,630,000.00
Funded debt		2,262,050.00
Current liabilities:		
Dividends not called for	\$430.00	
Matured interest coupons unpaid		
(including coupons due July 1)	22,774.50	
Boston & Maine Railroad	146,906.05	
Total current liabilities		170,110.55
Interest accrued and not yet due		13,333.34
Fund for corporation expenses		602.03
Total		\$5,076,095.92
CAPITAL STOCK.		
Capital stock authorized by law, common		\$2,670,000.00
Capital stock authorized by votes of company,		
common		2,660,000.00
Capital stock issued and outstanding, common		2,630,000.00
Number of shares issued and outstanding, com-		
mon		26,300
Number of stockholders, common		967
Number of stockholders in New Hampshire, com-		
mon		27
Amount of stock held in New Hampshire, com-		
mon		67,200

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Scrip, 10 year	4	Jan. 1, 1903	\$3,050.00	\$324.00
Gold, 50 "	4	Sept. 1, 1943	1,000,000.00	40,000.00
" 20 "	3½	Jan. 1, 1921	290,000.00	10,150.00
" 20 "	3½	Jan. 1, 1923	969,000.00	33,915.00
Total			\$2,262,050.00	\$84,389.00

RAILROAD OWNED.

Length of main line in New Hampshire	23.210 miles
Total length of main line	74.000 "
Total length of branch line	5.850 "
Total length of line owned in New Hampshire	23.210 "
Total length of line owned	79.850 "
Total length of second track	36.000 "
Total length of third track . . . . .	.800 "
Length of side track, etc., in New Hampshire	5.200 "
Total length of side track, etc.	64.740 "
Total length of track owned in New Hampshire	28.410 "
Total length of track owned	181.390 "

PROPER ADDRESS OF THE COMPANY.

CONNECTICUT RIVER RAILROAD COMPANY,
SPRINGFIELD, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, William Whiting, Holyoke, Mass.; treasurer and clerk of corporation, George R. Yerrall, Springfield, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

William Whiting, Holyoke, Mass.; Oscar Edwards, Northampton, Mass.; James H. Williams, Bellows Falls, Vt.; John H. Albin, Concord, N. H.; Edmund P. Kendrick, Springfield, Mass.; Seth H. Richards, Newport, N. H.; Joseph W. Stevens, Greenfield, Mass.; Lucius Tuttle, Boston, Mass.; William W. McCleuch, George B. Holbrook, Springfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

WILLIAM WHITING,
OSCAR EDWARDS,
EDMUND P. KENDRICK,
JOSEPH W. STEVENS,
WILLIAM W. McCLEUCH,
Directors.

GEORGE R. YERRALL,
Treasurer.

STATE OF MASSACHUSETTS.

HAMPDEN, ss. August 28, 1905. Then personally appeared the above-named William Whiting, Oscar Edwards, Edmund P. Kendrick, Joseph W. Stevens, William W. McCleuch and George R. Yerrall, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

STUART M. ROBSON,
Notary Public.

REPORT

OF THE

FITCHBURG RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Rentals received from lease of road . . .	\$2,046,006.68
Interest on bank deposit	436.86
Gross income	\$2,046,443.54
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization	\$7,188.43
Interest on funded debt	812,328.34
Interest and discount on unfunded debts and loans	121,678.34
Rentals paid by B. & M. R. R. to Fitchburg Railroad	237,000.00
Contingent fund	248.43
Total expenses and charges upon income	1,178,443.54
Net divisible income	\$868,000.00
Dividends declared, 5 per cent on preferred stock	868,000.00
Surplus for the year ending June 30, 1905	nothing
Amount of surplus June 30, 1904	\$731,155.49
Net disbursements account business prior to July 1, 1900	1,097.57
Total surplus June 30, 1905	\$730,057.92

GENERAL BALANCE SHEET.			
Cost of road			\$39,912,480.26
Cost of equipment			3,828,354.47
Improvements			2,240,750.56
Total permanent investments			\$45,981,585.29
Cash	\$12,383.17		
Due from solvent companies and individuals	60,805.00		
Other cash assets	323,422.70		
Total cash and current assets			396,610.87
Other assets and property:			
Boston & Maine, lease improvements	\$50,107.02		
Rental accrued not due	278,741.21		
Boston & Maine Railroad, Lessee	936,034.06		
Total miscellaneous assets			1,264,882.29
Total			\$47,643,078.45
Capital stock, common			\$7,000,000.00
Capital stock, preferred			17,360,000.00
Total capital stock			\$24,360,000.00
Funded debt			22,174,000.00
Current liabilities:			
Audited vouchers and accounts	\$35,132.32		
Dividends not called for	1,369.50		
Matured interest coupons unpaid (including coupons due July 1)	63,647.50		
Total current liabilities			100,149.32
Accrued liabilities:			
Interest accrued and not yet due	\$219,926.21		
Rentals accrued and not yet due	58,815.00		
Boston, Barre & Gardner Railroad stockholders	130.00		
Total accrued liabilities			278,871.21
Profit and loss balance—surplus			730,057.92
Total			\$47,643,078.45

**PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS
DURING THE YEAR.**

Additions to construction account:	
Superstructure, including rails	\$1,347.48
Lands, land damages, and fences	8,194.00
Passenger and freight stations, woodsheds, water stations, en- gine-houses, car-houses, and turntables	14,369.15
Elimination of grade crossings	235,008.60
Sidings and yards extensions	688.80
Improvements in process incom- plete	20,906.54
Total additions to construction account	\$205,890.63

CAPITAL STOCK.

Capital stock authorized by law, common	\$7,000,000.00
Capital stock authorized by law, preferred	17,360,000.00
Total capital stock authorized by law	\$24,360,000.00
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Capital stock authorized by votes of company, common	\$7,000,000.00
Capital stock authorized by votes of company, preferred	17,360,000.00
Total capital stock authorized by vote	\$24,360,000.00
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Capital stock issued and outstanding, common	\$7,000,000.00
Capital stock issued and outstanding, preferred	17,360,000.00
Total capital stock outstanding	\$24,360,000.00
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Number of shares issued and outstanding, com- mon	70,000
Number of shares issued and outstanding, pre- ferred	173,600
Total number of shares outstanding	243,600
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Number of stockholders, common	2
Number of stockholders, preferred	6,120
Total number of stockholders	6,122

Number of stockholders in New Hampshire, preferred	669
Amount of stock held in New Hampshire, preferred	776,600

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during year.
Fitchburg Railroad.....	5	Oct. 1, 1901		\$75.00
" "	4	Mar. 1, 1904		20.00
" "	5	Nov. 1, 1908		50.00
" "	4	June 1, 1905	\$7,000.00	20,580.00
" "	4	Feb. 1, 1907	5,000,000.00	200,000.00
" "	4	April 1, 1907	1,500,000.00	59,460.00
" "	5	May 1, 1908	2,000,000.00	100,100.00
" "	4	June 1, 1920	500,000.00	20,200.00
" "	4½	May 1, 1914	500,000.00	22,545.00
" "	4	Mar. 1, 1915	1,350,000.00	54,540.00
" "	4	July 1, 1916	500,000.00	20,260.00
" "	4	Mar. 1, 1927	2,750,000.00	109,540.00
" "	4	Jan. 1, 1928	1,450,000.00	58,000.00
" "	3½	Oct. 1, 1920	500,000.00	17,492.50
" "	3½	Oct. 1, 1921	1,775,000.00	62,380.00
" "	4	May 1, 1925	3,680,000.00	
Troy & Boston, 1st mort.....	7	July 1, 1924	573,000.00	40,005.00
Brookline & Pepperell.....	5	Dec. 1, 1911	100,000.00	5,025.00
Total.....			\$22,174,000.00	\$790,092.50

RAILROAD OWNED.

Length of main line in New Hampshire . .	43.09 miles
Total length of main line	249.05 "
Length of branch line in New Hampshire . .	35.43 "
Total length of branch line	145.09 "
Total length of line owned in New Hampshire .	78.52 "

Total length of line owned	394.14 miles
Total length of second track	127.22 "
Total length of third track	3.90 "
Total length of fourth track	2.02 "
Length of side track, etc., in New Hampshire	27.59 "
Total length of side track, etc.	253.89 "
Total length of track owned in New Hampshire	106.11 "
Total length of track owned	781.17 "

PROPER ADDRESS OF THE COMPANY.

FITCHBURG RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Moses Williams, Boston, Mass.; treasurer, Daniel A. Gleason, Boston, Mass.; clerk of corporation, Paul Crocker, Boston, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Gordon Abbott, Manchester, Mass.; Brigham N. Bullock, Fitchburg, Mass.; Charles T. Crocker, Fitchburg, Mass.; William H. Hollister, New York, N. Y.; Charles Lowell, Boston, Mass.; William E. Rice, Worcester, Mass.; Joseph B. Russell, Belmont, Mass.; Francis Smith, Rockland, Me.; Frederic J. Stinson, Dedham, Mass.; George R. Wallace, Fitchburg, Mass.; Charles E. Ware, Fitchburg, Mass.; Moses Williams, Brookline, Mass.; Robert Winsor, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

MOSES WILLIAMS,
JOSEPH B. RUSSELL,
GORDON ABBOTT,
B. N. BULLOCK,
CHARLES E. WARE,
GEORGE R. WALLACE,
C. T. CROCKER,

Directors.

DANIEL A. GLEASON,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. August 29, 1905. Then personally appeared the above-named Moses Williams, Joseph B. Russell, Gordon Abbott, B. N. Bullock, Charles E. Ware, George R. Wallace, C. T. Crocker, and Daniel A. Gleason, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE O. FOSTER,
Justice of the Peace.

REPORT

OF THE

FRANKLIN & TILTON RAILROAD

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL BALANCE SHEET.	
Cost of road	\$264,496.92
Capital stock, common	\$250,000.00
Due Boston & Maine Railroad for account of im- provements at Franklin Falls	14,496.92
Total	\$264,496.92
PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Additions to construction account:	
Grading and masonry	\$312.64
Superstructure, including rails	140.81
Total additions to construction account	\$453.45
CAPITAL STOCK.	
Capital stock authorized by law, common	\$300,000.00
Capital stock authorized by votes of company, common	275,000.00
Capital stock issued and outstanding, preferred	250,000.00
Number of shares issued and outstanding, com- mon	2,500
Number of stockholders, common	2
Number of stockholders in New Hampshire, com- mon	2
Amount of stock held in New Hampshire, common	\$250,000.00

RAILROAD OWNED.	
Total length of main line	5 miles

GENERAL REMARKS AND EXPLANATIONS.

The Franklin & Tilton Railroad was leased to the Concord & Montreal Railroad October 8, 1895, for the term of ninety-one years from April 1, 1895, at the nominal rental of one dollar (\$1) annually, with such additional sums as may be necessary to keep up the organization of the lessor. On the same date this lease was assigned to the Boston & Maine Railroad, which corporation now operates the Franklin & Tilton Railroad under said lease, and all information concerning the operation of said lessor railroad will be found embodied in the report of the Boston & Maine Railroad.

PROPER ADDRESS OF THE COMPANY.

FRANKLIN & TILTON RAILROAD,

FRANKLIN FALLS, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Benjamin A. Kimball, Concord, N. H.; treasurer, Frank Proctor, Franklin Falls, N. H.; clerk of corporation, Edward G. Leach, Franklin Falls, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS

Benjamin A. Kimball, Concord, N. H.; Alvah W. Sulloway, Franklin Falls, N. H.; Horace E. Chamberlin, Concord, N. H.; Alfred E. Tilton, Tilton, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

BENJAMIN A. KIMBALL,
ALVAH W. SULLOWAY,

Directors.

FRANK PROCTOR,
BENJAMIN A. KIMBALL,

Treasurers.

STATE OF NEW HAMPSHIRE.

MERREMACK, ss. September 14, 1905. Then personally appeared the above-named Benjamin A. Kimball, Alvah W. Sulloway, and Frank Proctor, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

EDWARD G. LEACH,
Justice of the Peace.

REPORT

OF THE

MAINE CENTRAL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$7,251,535.98
Operating expenses	4,876,202.34
Net earnings from operation	\$2,375,333.64
Dividends received on stocks owned:	
Boston & Maine Railroad	\$329.00
Portland & Ogdensburg Railway	3,963.60
Bridgton & Saco River Railroad	250.00
St. John Bridge & Railway Extension Company	7,000.00
Interest received on bonds owned:	
Maine Central Consols, 7 per cent	\$62.22
Washington County Railway Company, 3½ per cent	4,375.00
Miscellaneous income, less expense:	
Rent of real estate	15,438.24
Interest and discount	53,314.34
Total income from sources other than operation	84,732.40
Gross income above operating expenses	\$2,460,066.04
Charges upon income accrued during the year:	
Interest on funded debt	\$631,860.00
Taxes	260,400.00

Rentals of leased roads:		
European & North American Railway	\$165,500.00	
Belfast & Moosehead Lake Rail- road	36,000.00	
Dexter & Newport Railroad	13,350.00	
Eastern Maine Railway	9,500.00	
Portland & Ogdensburg Railway	182,300.76	
Dexter & Piscataquis Railroad	13,350.00	
Upper Coös Railroad	61,375.00	
Hereford Railway	64,500.00	
		\$545,875.76
Sinking fund payments		144,693.86
Other deductions from income:		
Appropriation for new passenger station and terminals at Ban- gor, Me.	\$300,000.00	
Note of Portland, Mt. Desert & Machias Steamboat Company, charged off as uncollectible	50,000.00	
		350,000.00
Total charges and deductions from income		\$1,932,829.62
Net divisible income		\$527,236.42
Dividends declared during the year payable on—		
October 1, 1904 (No. 70), 1¼ per cent on \$4,976,500, common	\$87,088.75	
January 1, 1905 (No. 71), 1¼ per cent on \$4,976,700, common	87,092.25	
April 1, 1905 (No. 72), 1¼ per cent on \$4,976,700, common	87,092.25	
July 1, 1905 (No. 73), 1¼ per cent on \$4,976,700, common	87,092.25	
Total dividends declared		348,365.50
Surplus for the year ending June 30, 1905		\$178,870.92
Amount of surplus June 30, 1904		283,114.57
Total		\$461,985.49
Credits to profit and loss account	\$895,213.84	
Amount transferred to contingent fund	178,870.92	
Net amount credited to profit and loss		716,342.92
Total surplus June 30, 1905		\$1,178,328.41

EARNINGS FROM OPERATION.

Gross receipts from passengers		\$2,448,855.31
Deductions:		
Tickets redeemed	\$3,896.13	
Excess fares refunded	8,148.62	
Other payments	651.07	
Total deductions		12,695.32
Net revenue from passengers		\$2,436,159.99
From mails	\$158,684.04	
From express	128,847.21	
From extra baggage and storage	47,705.77	
Miscellaneous	12,342.74	
		377,579.76
Total earnings, passenger service		\$2,813,739.75
Freight service:		
Gross receipts from freight		\$4,290,166.50
Overcharge to shippers		27,913.72
Net revenue from freight		\$4,262,252.87
Other earnings, freight service:		
Miscellaneous		50,843.16
Total earnings, freight service		\$4,313,096.03
Total passenger and freight earnings		\$7,126,835.78
Other earnings from operation:		
Rental from tracks, yards, and terminals	\$27,800.00	
Rentals from other property	2,851.89	
Steamboat earnings	66,453.55	
Wharfage and pierage	27,594.76	
Total other earnings		124,700.20
Gross earnings from operation		\$7,251,535.98
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers		\$49,800.20
Salaries of clerks and attendants		58,456.74
General office expenses and supplies		21,966.74

Insurance	\$49,150.00
Law expenses	35,722.04
Stationery and printing (general offices)	7,526.17
Other general expenses	2,791.97
Total	\$225,413.86
Maintenance of way and structures:	
Repairs of roadway	\$609,487.79
Renewals of rails	115,286.51
Renewals of ties	90,676.28
Repairs and renewals of bridges and culverts	195,746.36
Repairs and renewals of fences, road crossings, signs, and cattle guards	25,848.68
Repairs and rentals of buildings and fixtures	139,523.30
Repairs and renewals of docks and wharves	52,069.41
Repairs and renewals of telegraph	2,034.61
Stationery and printing	1,079.41
Total	\$1,231,752.35
Maintenance of equipment:	
Superintendence	\$26,624.30
Repairs and renewals of locomotives	274,086.02
Repairs and renewals of passenger cars	184,423.93
Repairs and renewals of freight cars	225,801.45
Repairs and renewals of work cars	51,555.35
Repairs and renewals of marine equipment	77,220.35
Repairs and renewals of shop machinery and tools	22,997.46
Stationery and printing	2,438.07
Other expenses of maintaining equipment	1,560.92
Total	\$866,707.85
Conducting transportation:	
Superintendence	\$50,295.23
Engine and roundhouse men	394,986.70
Fuel for locomotives	753,861.69
Water supply for locomotives	26,581.97
Oil, tallow, and waste for locomotives	11,375.77
Other supplies for locomotives	5,285.13
Train service	286,731.00
Train supplies and expenses	63,505.98
Switchmen, flagmen, and watchmen	182,666.38
Telegraph expenses	67,442.57
Station service	292,176.99
Station supplies	52,058.44
Car mileage—balance	92,547.68
Loss and damage	32,600.52

Injuries to persons	\$94,346.90
Clearing wrecks	8,113.44
Operating marine equipment	67,672.38
Advertising	17,124.74
Outside agencies	1,959.30
Commissions	3,357.37
Rentals for tracks, yards, and terminals	7,500.00
Rentals of buildings and other property	9,923.60
Stationery and printing	30,214.50
Total	\$2,552,328.28
Recapitulation:	
General expenses	\$225,413.86
Maintenance of way and structures	1,231,752.35
Maintenance of equipment	866,707.85
Conducting transportation	2,552,328.28
Total operating expenses	\$4,876,202.34
Percentage of operating expenses to gross earnings	67.244

GENERAL BALANCE SHEET.

Cost of road	\$14,562,748.85
Cost of equipment	2,617,687.93
Stock of:	
Boston & Maine Railroad	\$8,225.00
Portland & Ogdensburg Railway	99,090.00
Bridgton & Saco River Railroad	5,000.00
St. John Bridge & Railway Extension Company	20,000.00
Portland Union Ry. Station Co.	25,000.00
Miscellaneous	4.00
	157,319.00
Bonds of:	
Maine Central Railroad Company	\$31,892.50
Knox & Lincoln Railway	35,631.00
Maine Shore Line Railway Co.	6,463.00
Upper Coös Railroad Co.	132,278.00
Washington County Railway Co.	450,215.00
Maine Central Railroad Co. and European & North American Railway Company	5,350.00
	661,829.50
Total permanent investments	\$17,999,585.28

Cash	\$748,056.14	
Bills receivable	806,817.50	
Due from agents	157,702.89	
Traffic balances due from other companies (net)	176,198.32	
Due from solvent companies and individuals	191,378.58	
Sinking and other special funds	360,793.73	
Total cash and current assets		\$2,440,947.16
Materials and supplies		830,962.72
Total		<u>\$21,271,495.16</u>
Capital stock, common		\$4,988,000.00
Funded debt		11,892,192.00
Current liabilities:		
Audited vouchers and accounts	\$631,262.43	
Salaries and wages	111,652.80	
Dividends not called for	9,655.29	
Matured interest coupons unpaid (including coupons due July 1)	40,226.00	
Rentals due and unpaid (including rentals due July 1)	29,975.00	
Dividend No. 73, due July 1	87,092.25	
Total current liabilities		909,863.77
Accrued liabilities:		
Interest accrued and not yet due	\$154,371.66	
Taxes accrued and not yet due	142,986.53	
Rentals accrued and not yet due	84,395.91	
Total accrued liabilities		381,754.10
Sundry lease accounts		104,933.75
Sinking and other special funds*	\$360,793.73	
Equipment fund	336,260.00	
Improvement fund	470,107.92	
Injury fund	125,000.00	
Contingent fund	432,834.66	
Sundry accounts	91,426.82	
Total sinking and other special funds		1,816,423.13
Profit and loss balance—surplus		1,178,328.41
Total		<u>\$21,271,495.16</u>

* For detail see Forty-Fourth Annual Report of the Maine Central Railroad Company.

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$12,000,000.00
Capital stock authorized by votes of company, common . . .	4,988,000.00
Capital stock issued and outstanding, common . . .	4,976,100.00
Portland & Kennebec script†	600.00
Maine Central script†	300.00
Androscoggin & Kennebec stock bonds† . . .	11,000.00
Total capital stock liability	\$4,988,000.00
Number shares issued and outstanding, common . . .	49,761
Number of stockholders, common	776
Number of stockholders in New Hampshire, common . . .	62
Amount of stock held in New Hampshire, common	\$177,300.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during year.
Maine Central Consolidated	7	Apr. 1, 1912	\$3,924,000.00	\$270,588.50
" " "	5	" "	269,500.00	13,372.50
" " "	4½	" "	1,525,000.00	68,748.75
" " "	4	" "	3,265,500.00	129,970.00
Maine Central Collateral Trust.	5	June 1, 1923	669,000.00	34,450.00
Maine Shore Line	6	" "	81,000.00	5,310.00
Penobscot Shore Line, 1st mtg.	4	Aug. 1, 1920	1,300,000.00	51,760.00
Knox & Lincoln, 2d mortgage	5	Feb. 1, 1921	400,000.00	18,675.00
* Maine Central, sinking fund	4½	Feb. 1, 1905	.....	27,382.50
" " Imp. A	4½	July 1, 1916	200,000.00	} 20,250.00
" " " B	4½	July 1, 1917	250,000.00	
" " * Interest scrip.			8,192.00	.....
Total			\$11,892,192.00	\$640,507.25

† Exchangeable for Maine Central stock on presentation.

* \$600,000 in Maine Central Railroad Co. 4½ per cent Sinking Fund Bonds, due on Feb. 1, 1905, paid at maturity.

SINKING FUNDS.*	
Amount June 30, 1904	\$803,127.88
Additions during the year	157,913.85
Total, including additions	\$961,041.73
Deductions during the year	600,248.00
Total sinking funds	\$360,793.73
EQUIPMENT FUND.	
Amount of equipment fund June 30, 1904 . .	\$688,000.00
Additions during the year	190,341.79
Total, including additions	\$878,341.79
Deductions during the year	542,081.79
Total equipment fund June 30, 1905 . .	\$336,260.00
INJURY FUND.	
Amount of injury fund June 30, 1904	\$100,000.00
Additions during the year	25,000.00
Total injury fund June 30, 1905	\$125,000.00
IMPROVEMENT FUND.	
Amount of improvement fund June 30, 1904 .	\$283,208.73
Additions during the year	442,500.00
Total, including additions	\$725,708.73
Sundry improvements	255,600.81
Total improvement fund June 30, 1905 . .	\$470,107.92
VOLUME OF TRAFFIC, ETC.	
Passenger traffic:	
Number of passengers carried paying revenue	3,446,683
Number of passengers carried one mile . .	120,787,694
Number of passengers carried one mile per mile of road operated	148,037
Average length of journey per passenger, miles	30.05
Average amount received from each passenger	\$0.70681

*For full detail of various sinking funds, see Forty-fourth Annual Report of the Maine Central Railroad Company.

Average amount received per passenger per mile carried . . . . .	.02017
Passenger earnings (gross) per mile of road operated	\$3,448.51
Passenger earnings (gross) per passenger-train mile run	1.31672
Freight traffic:	
Number tons of freight hauled earning revenue	4,731,443
Number of tons of freight hauled one mile	396,734,697
Number of tons of freight hauled one mile per mile of road operated	486,236
Average length of haul per ton, miles	83.85
Average amount received for each ton freight hauled	\$0.90084
Average amount received per ton per mile hauled . . . . .	.01074
Freight earnings (gross) per mile of road operated	\$5,286.11
Freight earnings (gross) per freight-train mile run	2.86013
Operating expenses:	
Operating expenses per mile of road operated	\$5,976.25
Operating expenses per revenue-train mile run	1.38165
Train mileage:	
Miles run by passenger trains	2,021,263
Miles run by freight trains	1,392,339
Miles run by mixed trains	115,668
Total mileage of trains earning revenue	3,529,270
Miles run by construction and other trains	200,519
Total train mileage	3,729,789
Fares and freights:	
Average rate per fare per mile, all tickets . . . . .	.02017
Average rate per ton per mile, all freight . . . . .	.01074
Average number of persons employed	3,713
RAILROAD OWNED.	
Length of main line	393.10 miles
Length of branch line	2.51 "
Total length of line owned	395.61 miles
Length of second track	37.84 "
Length of side track, etc	157.85 "
Total length of track owned	591.30 miles

DESCRIPTION OF RAILROADS AND BRANCHES OWNED BY THIS COMPANY.

NAME OF RAILROAD OR BRANCH.	Main or Branch	Termini of Main or Branch Line.	Length of line in miles.		Second track.		Side track, etc.		Length com- puted as single track.	
			Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
Maine Central Railroad Co.	Main.	Portland to Bangor, Me.	136.60	.....	37.10	.....	87.98	.....	261.68	.....
"	"	Brunswick to Bath, "	8.90	.....	.....	.....	5.30	.....	14.20	.....
"	"	Woolwich to Rockland, Me.	47.13	.....	.....	.....	10.75	.....	57.88	.....
"	"	Cumberland Junction, to Skow- hegan, Me.	91.20	.....	.....	.....	23.61	.....	120.81	.....
"	"	Brunswick to Farmington, Me.	62.60	.....	.....	.....	16.50	.....	79.10	.....
"	"	Crowley's to Lewiston, "	4.80	.....	.....	.....	2.33	.....	7.13	.....
"	"	Brewer Junction to Mt. Desert Ferry, Me.	41.13	.....	.....	.....	4.64	.....	45.77	.....
"	"	Portland Union Station to Thomp- son's Point, Me.	.74	.....	.74	.....	.50	.....	1.48	.....
"	Branch.	Gardner Junction to Copsecook Mills, Me.	1.15	.....	.....	.....	.24	.....	1.63	.....
"	"	Rockland, Me., to wharf	1.36	.....	.....	.....	.....	.....	1.60	.....
		Total	395.61	.....	37.84	.....	157.85	.....	591.30	.....

DESCRIPTION OF RAILROADS AND BRANCHES OWNED BY OTHER COMPANIES BUT OPERATED BY
THIS COMPANY.

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Termini of Main or Branch Line.	Length of line in miles.		Second track.		Side track, etc.		Length com- puted as single track.	
			Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
Belfast & Moosehead Lake.	Main.	Burnham Junc. to Belfast, Me.	33.13	.....	.....	.....	4.00	.....	37.13	.....
Dexter & Newport.	"	Newport to Dexter.	14.23	.....	.....	.....	2.03	.....	16.31	.....
Dexter & Piscataquis.	"	Dexter Junction to Foxcroft, "	16.54	.....	.....	.....	4.13	.....	20.73	.....
European & No. American.	Branch	Bangor to Vanceboro, "	114.30	.....	3.80	.....	43.96	.....	167.06	.....
Stillwater Branch.	"	Oroon to Stillwater, "	3.01	.....	.....	.....	1.14	.....	4.15	.....
Enfield Branch.	"	Enfield to Mortlake, "	3.03	.....	.....	.....	1.27	.....	4.30	.....
Eastern Maine.	Main.	Bangor Junc. to Bucksport, "	18.80	.....	.....	.....	3.12	.....	21.92	.....
Portland & Ogdensburg.	"	Portland to Lunenburg, Vt.	169.10	57.98	3.46	.....	38.49	17.26	149.05	75.24
Upper Coos.	"	Quebec Junction to Canada Line, near Beecher Falls, Vt.	55.33	41.48	.....	.....	11.45	8.42	66.78	49.90
Hereford.	"	Canada Line, near Beecher Falls, Vt., to Lime Ridge, P. Q.	52.85	.67	.....	.....	8.46	.11	61.31	.78
Total.			490.32	100.13	7.26	.....	121.15	25.79	548.73	126.92

RAILROAD OPERATED.	
Length of main line in New Hampshire . . .	100.13 miles
Total length of main line	807.38 "
Total length of branch line	8.55 "
Total length of line operated in New Hampshire .	100.13 "
Total length of line operated	815.93 "
Total length of second track	45.10 "
Length of side track, etc., in New Hampshire .	25.79 "
Total length of side track, etc.	279.00 "
Total length of track operated in New Hampshire	125.92 "
Total length of track operated	1,140.03 "

RAILROAD CROSSINGS IN NEW HAMPSHIRE.

Crossings with Highways.

Number of crossing of Company's railroad with highways at grade	63
Number of highway grade crossings protected by flagmen, summer	6
Number of highway grade crossings protected by flagmen, winter	3
Number of highway grade crossings unprotected, summer	57
Number of highway grade crossings unprotected, winter	60
Number of highway bridges 18 feet (or more) above track	1
Height of lowest highway bridge above track .	20 ft. 8 in.

Crossings with Other Railroads.

Crossings of Company's railroad with other railroads at grade	6
The Boston & Maine Railroad at Fabyans, Whitefield, Scotts, Jefferson Junction, and Coös Junction.	
The Grand Trunk Railway at North Stratford.	

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of bridge.	Description of work done.
Israel's River.....	Deck lattice, steel...	New ties and guard rails.
Connecticut River near Lancaster.....	Through lattice, steel.....	New ties and guard rails.

Total length of pile and trestle bridging, 1,003 feet.

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number owned.		Number leased.	Total owned and leased.	Number equipped with power driving-wheel brakes.	Maximum weight, pounds.	Average weight, pounds.	Number equipped with power train brakes.	Number equipped with automatic couplers.
Passenger locomotives	120	46	63	166	63	.....	.....	.....	.....
Freight "					69	.....	.....	.....	.....
Switching, etc. "					34	.....	.....	.....	.....
Total	120	46	166	166	166	.....	.....	.....	.....
Passenger cars	128	57	165	20	.....	.....	.....	165	165
Combination cars .....					.....	.....	.....	20	20
Parlor cars .....					.....	.....	.....	.....	.....
Baggage express and mail cars	54	19	73	73	.....	.....	.....	73	73
Other cars in passenger service .....	.....	2	2	2	.....	.....	.....	2	2
Total	182	78	260	260	.....	.....	.....	260	260

Box cars.....	1,703	579	2,282	.....	.....	2,134	2,282
Flat cars.....	1,280	731	2,011	.....	.....	1,969	2,011
Stock cars.....	72	32	104	.....	.....	104	104
Coal cars.....	737	.....	737	.....	.....	737	737
Refrigerator cars.....	23	5	28	.....	.....	28	28
Total.....	3,815	1,347	5,162	.....	.....	4,962	5,162
Officers' and pay cars	2	.....	2	.....	.....	2	2
Gravel cars	38	20	58	.....	.....	.....	.....
Derrick cars	16	2	18	.....	.....	12	17
Caboose cars.....	53	16	69	.....	.....	69	69
Other cars in company's service.....	340	25	365	.....	.....	255	332
Total.....	449	63	512	.....	.....	338	420

Number of 8-wheel cars in passenger service with brakes for all wheels, 260

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.		Total on all lines operat'd.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers..	3	.....	3	.....	36
Employees..	1	2	4	2	5	15	157
Others	1	.....	3	.....	4	14	60
Total....	2	2	10	2	12	29	253

STATEMENT OF EACH ACCIDENT.

Passenger brakeman run over and killed while making up train.

Laborer struck by train and killed.

Passenger scratched and bruised by attempting to board a moving train.

Passenger slightly injured in jumping from moving train.

Passenger jumped from train and broke his leg.

Passenger brakeman injured leg in getting on the pilot of a moving locomotive.

Engineer jammed his foot in getting on engine.

Fireman badly burned about the legs and hips by steam from an overturned locomotive.

Car inspector run over and lost a leg.

Engineer jammed his foot in getting on engine.

Small boy at play near highway crossing struck by train and slightly injured.

Pullman porter slipped and put his hand through a window pane, cutting it badly.

Small boy, while at play about cars in yard, fell off a car and broke his arm.

Mail clerk had head and back bruised by parting of train.

PROPER ADDRESS OF THE COMPANY.

MAINE CENTRAL RAILROAD COMPANY.

PORTLAND, ME.

 NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Lucius Tuttle, Portland, Me.; vice-president and general manager, George F. Evans, Portland, Me.; treasurer, George W. York, Portland, Me.; clerk of corporation, Henry B. Cleaves, Portland, Me.; comptroller and general auditor, George S. Hobbs, Portland, Me.; general passenger and ticket agent, Frederic E. Boothby, Portland, Me.; general freight agent, William K. Sanderson, Portland, Me.; general superintendent, Morris McDonald, Portland, Me.; superintendent Mountain division, George F. Black, Portland, Me.

 NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

George F. Evans, Portland, Me.; William P. Frye, Lewiston, Me.; Samuel C. Lawrence, Medford, Mass.; Lewis Cass Ledyard, New York, N. Y.; Edward P. Ricker, South Poland, Me.; Alvah W. Sulloway, Franklin, N. H.; Joseph W. Symonds, Portland, Me.; Lucius Tuttle, Boston, Mass.; John Ware, Waterville, Me.; George Varney, Bangor, Me.; Henry M. Whitney, Brookline, Mass.; Franklin A. Wilson, Bangor, Me.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

LUCIUS TUTTLE,
FRANKLIN A. WILSON,
SAMUEL C. LAWRENCE,
GEORGE F. EVANS,
WILLIAM P. FRYE,
JOSEPH W. SYMONDS,
A. W. SULLOWAY,
GEORGE VARNEY,
EDWARD P. RICKER,
JOHN WARE,

Directors.

GEORGE S. HOBBS,

Comptroller.

GEORGE F. EVANS,

Vice-President.

 STATE OF MAINE.

CUMBERLAND, ss. Portland, Me., September 8, 1905. Then personally appeared the above-named Lucius Tuttle, Franklin A. Wilson, Samuel C. Lawrence, George F. Evans, William P. Frye, Joseph W. Symonds, A. W. Sulloway, George Varney, Edward P. Ricker, and John Ware, directors; George S. Hobbs, comptroller, and George F. Evans, vice-president, of the Maine Central Railroad Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY B. CLEAVES,
Justice of the Peace.

REPORT

OF THE

MANCHESTER & LAWRENCE RAIL-ROAD

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$112,960.00
Dividends received on stocks owned:	
Concord & Montreal Railroad	210.00
Interest on deposits	33.19
Gross income	<u>\$113,203.19</u>
Expenses and charges upon income accrued during year:	
Salaries and maintenance of organization	\$1,715.75
Interest on funded debt	10,960.00
Total expenses and charges upon income . .	<u>12,675.75</u>
Net divisible income	\$100,527.44
Dividends declared, 10 per cent on common stock	<u>100,000.00</u>
Surplus for the year ending June 30, 1905 . .	\$527.44
Amount of surplus June 30, 1904	<u>134,447.37</u>
Total surplus June 30, 1905	<u>\$134,974.81</u>
GENERAL BALANCE SHEET.	
Cost of road	\$1,000,000.00
Cost of telegraph	4,770.35
Lands in Manchester, N. H., terminals	274,298.53
Stock of Concord & Montreal Railroad	<u>3,000.00</u>
Total permanent investments	<u>\$1,282,068.88</u>

Cash	\$9,465.43	
Due from solvent companies and individuals	123,454.00	
Total cash and current assets		\$132,919.43
Total		\$1,414,988.31
Capital stock, common		\$1,000,000.00
Funded debt		274,000.00
Dividends not called for		6,013.50
Profit and loss balance—surplus		134,974.81
Total		\$1,414,988.31

CAPITAL STOCK.

Capital stock authorized by law, common	\$1,000,000.00
Capital stock authorized by votes of company, common	1,000,000.00
Capital stock issued and outstanding, common	1,000,000.00
Number of shares issued and outstanding, common	10,000
Number of stockholders, common	557
Number of stockholders in New Hampshire, common	279
Amount stock held in New Hampshire, common	\$564,800.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during the year.
Series "A" *.....	4%	Jan. 1, 1922	\$274,000.00	\$10,960.00

RAILROAD OWNED.

Length of main line in New Hampshire	22.390 miles
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*Issued for the purchase of real estate in Manchester, N. H., but not secured by mortgage. The interest is guaranteed and paid by the Boston & Maine Railroad.

PROPER ADDRESS OF THE COMPANY.

MANCHESTER & LAWRENCE RAILROAD,

867 ELM ST., MANCHESTER, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Calvin Page, Portsmouth, N. H.; treasurer and clerk of corporation, George Henry Chandler, Manchester, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Calvin Page, Portsmouth, N. H.; William P. Fowler, Boston, Mass.; Sumner Wallace, Rochester, N. H.; Eugene P. Carver, Brookline, Mass.; Frank E. Greene, Moultonborough, N. H.; George E. Smith, Everett, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

CALVIN PAGE,

President.

GEORGE HENRY CHANDLER,

Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. Manchester, N. H., August 25, 1905. Then personally appeared the above-named Calvin Page and George Henry Chandler, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR M. HEARD,

Justice of the Peace.

REPORT

OF THE

MT. WASHINGTON RAILWAY COMPANY

FOR THE YEAR ENDING MARCH 31, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$21,443.00
Less operating expenses	14,172.31
Income from operation	\$7,270.69
Miscellaneous income:	
Rent of Summit House \$6,005.00	
Less expense 1,234.48	
	4,770.52
Total income	\$12,041.21
Deductions from income, taxes	2,031.14
Net income	\$10,010.07
Dividends declared, 4 per cent on common stock	8,460.00
Surplus for the year ending June 30, 1905 .	\$1,550.07
Balance profit and loss account, June 30, 1904, surplus	2,065.35
Total profit and loss account, surplus	\$3,615.42
Reduction in valuation of property as per construction account	500.00
Balance profit and loss account June 30, 1905, surplus	3,115.42
EARNINGS FROM OPERATION.	
Passenger revenue	\$21,293.00
Mail	150.00
Total passenger earnings	\$21,443.00

EXPENSES OF OPERATION.	
Maintenance of way and structures:	
Repairs of roadway	\$2,923.48
Repairs of buildings	307.64
Total	<u>\$3,231.12</u>
Maintenance of equipment:	
Repairs and renewals of locomotives . . .	\$1,150.59
Repairs and renewals of passenger cars . .	275.83
Shop, machinery, tools, etc.	35.97
Total	<u>\$1,462.39</u>
Conducting transportation:	
Wages of enginemen, firemen, and other trainmen	\$2,649.01
Fuel for locomotives	2,698.88
Water supplies for locomotives	447.60
All other supplies for locomotives	6.25
All other train supplies	3.30
Wages of switchmen, flagmen, and watchmen	419.08
Expense of telegraph, including train dispatchers and operators	22.35
Switching charges—balances	7.89
Injuries to persons	45.89
Total	<u>\$6,300.25</u>
General expenses:	
Salaries of officers	\$1,316.16
Advertising	52.10
Insurance	1,314.78
Stationery and printing	50.26
Other general expenses	445.25
Total	<u>\$3,178.55</u>
Recapitulation of expenses:	
Maintenance of way and structures . . .	\$3,231.12
Maintenance of equipment.	1,462.39
Conducting transportation	6,300.25
General expenses	3,178.55
Grand total	<u>\$14,172.31</u>
Percentage of operating expenses to earnings .	.861

GENERAL BALANCE SHEET.	
Cost of road and equipment	\$129,500.00
Summit house	26,000.00
Lands at summit and base of Mt. Washington	56,000.00
Total permanent investments	\$211,500.00
Cash	3,115.42
Total	\$214,615.42
Capital stock, common	\$211,500.00
Profit and loss balance	3,115.42
Total	\$214,615.42
CAPITAL STOCK.	
Capital stock authorized by charter	\$211,500.00
Capital stock authorized by votes of company	211,500.00
Total amount paid as per books of the company	211,500.00
Total number of stockholders	1
Number of stockholders in New Hampshire	1
Amount of stock held in New Hampshire	\$211,500.00
VOLUME OF TRAFFIC, ETC.	
Passenger traffic:	
Number of pasengers carried earning revenue	7,175
Number of passengers carried one mile	47,785
Average of distance carried	6.666
Total passenger revenue	\$21,293.00
Average amount from each passenger	2.97
Average receipts per passenger per mile . . . . .	.446
Passenger earnings per mile of road	6,388.54
RAILROAD OWNED.	
Main line of road from Base to summit Mt. Washington	3.333 miles
Total road belonging to this company	3.333 "
Total length of track owned, computed as single track	3.333 "

RAILROAD OPERATED.	
Total miles of road operated by this company .	3.333 miles
Total miles of road operated by this company in New Hampshire	3.333 "
Number of stations in New Hampshire on all roads operated by this company	2
Number of telegraph office in same, summer only	1
Number of stations on all roads owned by this company	2
Same in New Hampshire	2

EQUIPMENT.

	Number owned.	Total number.	Maximum weight, in tons.	Average weight, in tons.	Number equipped with train brake.
Passenger locomotives	7	7	12	12	7
Total	7	7	12	12	7
Passenger cars	7	7	3	2½	.....
Baggage, mail, and express cars	1	1	½	.....	.....
Total	8	8	.....	.....	.....
Flat freight cars (basis of 8 wheels)	2	2	1½	.....	.....
Total	2	2	.....	.....	.....

PROPER ADDRESS OF THE COMPANY.

MOUNT WASHINGTON RAILWAY COMPANY,

CONCORD, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, George E. Cummings, Woodsville, N. H.; vice-president, Benjamin A. Kimball, Concord, N. H.; general auditor, William J. Hobbs, Boston, Mass.; superintendent, John Horne, Lakeport, N. H.; general passenger agent, Frank E. Brown, Concord, N. H.; treasurer, John F. Webster, Concord, N. H.; assistant treasurer, Herbert E. Fisher, Boston, Mass.; clerk of corporation, Frank E. Brown, Concord, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

George E. Cummings, Woodsville, N. H.; Benjamin A. Kimball, John M. Mitchell, Frank E. Brown, Alvin B. Cross, Frank P. Andrews, Concord, N. H.; George A. Fernald, Boston, Mass.

Persons under whose supervision this report is made.

GEORGE E. CUMMINGS,
President.
JOHN F. WEBSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. Concord, August 24, 1905. Then personally appeared George E. Cummings and John F. Webster, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN M. MITCHELL,
Justice of the Peace.

REPORT

OF THE

NASHUA & LOWELL RAILROAD

FOR THE YEAR ENDING JUNE 30, 1905

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$73,000.00
Dividends received on stocks owned (Boston & Maine Railroad)	1,572.00
Interest received on bonds owned (Maine Central Railroad)	100.00
Office rent, \$30; interest, \$963.78	993.78
Gross income	\$75,665.78
Salaries and maintenance of organization	901.70
Net divisible income	\$74,764.08
Dividends declared, 9 per cent on common stock	72,000.00
Surplus for the year ending June 30, 1905	\$2,764.08
Surplus for the year ending June 30, 1904	166,226.59
Matured interest coupons unpaid credited to profit and loss	12.00
Total surplus June 30, 1905	\$169,002.67
GENERAL BALANCE SHEET.	
Cost of road	\$684,242.07
Cost of equipment	218,242.95
Total permanent investments	\$902,485.02
Cash	\$4,829.15
Stock and bonds	62,545.00
Total cash and current assets	67,374.15
Total	\$969,859.17

Capital stock, common	\$800,000.00
Dividends not called for	856.50
Total current liabilities	\$800,856.50
Profit and loss balance—surplus	169,002.67
Total	\$969,859.17

CAPITAL STOCK.	
Capital stock authorized by law, common	\$800,000.00
Capital stock authorized by votes of company, common	800,000.00
Number of shares issued and outstanding, common	8,000
Number of stockholders, common	416
Number of stockholders in New Hampshire, common	152
Amount stock held in New Hampshire, common	\$2,064.00

RAILROAD OWNED.	
Total length of line owned in New Hampshire	5.25 miles
Total length of line owned	14.50 "

PROPER ADDRESS OF THE COMPANY.

NASHUA & LOWELL RAILROAD CORPORATION,

50 STATE ST., BOSTON.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, David P. Kimball, 35 Congress St., Boston, Mass.; treasurer, John Brooks, 50 State St., Boston, Mass.; clerk of corporation, Walter A. Lovering, Nashua, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

David P. Kimball, Boston, Mass.; Alfred S. Hall, Winchester, Mass.; Edward A. Newell, Wilton, N. H.; Frederick Brooks, Boston, Mass.; John Brooks, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

ALFRED S. HALL,
FRED BROOKS,
JOHN BROOKS,
Directors.

JOHN BROOKS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. September 16, 1905. Then personally appeared the above-named Alfred S. Hall, Fred Brooks, and John Brooks, directors, and John Brooks, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HARRY C. FABYAN,
Notary Public.

REPORT

OF THE

NORTHERN RAILROAD

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$189,104.00
Interest received on bonds owned, Concord & Claremont, 4½ per cent	360.00
Interest on deposit	77.32
Gross income	\$189,541.32
Salaries and maintenance of organization	4,126.81
Net divisible income	\$185,414.51
Dividends declared, 6½ per cent on common stock	199,446.00
Deficit for the year ending June 30, 1905	\$14,031.49
Amount of surplus June 30, 1904	24,329.27
Total surplus June 30, 1905	\$10,297.78
GENERAL BALANCE SHEET.	
Cost of road	\$3,068,400.00
8,000 bonds of Concord & Claremont Railroad, 4½ per cent	9,302.50
Total permanent investments	\$3,077,702.50
Cash	3,138.04
Total	\$3,080,840.54
Capital stock, common	\$3,068,400.00
Dividends not called for	2,142.76
Profit and loss balance—surplus	10,297.78
Total	\$3,080,840.54

CAPITAL STOCK.

Capital stock authorized by law, common . . .	\$3,068,400.00
Capital stock authorized by votes of company, common . . .	3,068,400.00
Capital stock issued and outstanding, common . . .	3,068,400.00
Number of shares issued and outstanding, common . . .	30,684
Number of stockholders, common . . .	2,060
Number of stockholders in New Hampshire, common . . .	1,176
Amount stock held in New Hampshire, common, shares . . .	15,416

RAILROAD OWNED.

Length of main line in New Hampshire . . .	68.55 miles
Total length of main line . . .	69.50 "
Total length of branch line . . .	13.41 "
Total length of line owned in New Hampshire . . .	81.96 "
Total length of line owned . . .	82.91 "

PROPER ADDRESS OF THE COMPANY.

NORTHERN RAILROAD,
1023 OLD SOUTH BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, A. W. Sulloway, Franklin, N. H.; treasurer, G. U. Crocker, 1023 Old South Building, Boston, Mass.; clerk of corporation, Henry W. Stevens, Concord, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Alvah W. Sulloway, Franklin, N. H.; Josiah H. Benton, Jr., Boston, Mass.; William F. Thayer, Concord, N. H.; Seth M. Richards, Newport, N. H.; Silas Pierce, Edgar Crocker, Boston, Mass.; Charles P. Chase, Concord, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

ALVAH W. SULLOWAY,
President and Director.

GEORGE U. CROCKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. October 10, 1905. Then personally appeared the above-named A. W. Sulloway and George U. Crocker, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

G. GLOVER CROCKER, JR.,
Justice of the Peace.

REPORT

OF THE

PEMIGEWASSET VALLEY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, 6 per cent on capital stock	\$32,490.00
Organization expense	300.00
Gross income	\$32,790.00
Salaries and maintenance of organization	269.20
Net divisible income	\$32,520.80
Dividends declared, 6 per cent on common stock	32,490.00
Surplus for the year ending June 30, 1905	\$30.80
Amount of surplus June 30, 1904	474.74
Total surplus June 30, 1905	\$505.54
GENERAL BALANCE SHEET.	
Cost of road and equipment	\$554,035.04
Cash	743.42
Total	\$554,778.46
Capital stock, common	\$541,500.00
Audited vouchers and accounts, Concord & Montreal Railroad (construction)	12,772.92
Profit and loss balance—surplus	505.54
Total	\$554,778.46

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$2,000,000.00
Capital stock authorized by votes of company, common	541,500.00
Capital stock issued and outstanding, common	541,500.00
Number of shares issued and outstanding, common	5,415
Number of stockholders, common	197
Number of stockholders in New Hampshire, common	146
Amount stock held in New Hampshire, common	\$407,000.00

RAILROAD OWNED.	
Length of main line	22.93 miles
Length of side track, etc.	6.35 "
Total length of track owned	29.28 "

GENERAL REMARKS AND EXPLANATIONS.

The Pemigewasset Valley Railroad is operated by the Boston & Maine Railroad under the lease of the Concord & Montreal Railroad of June 29, 1895.

PROPER ADDRESS OF THE COMPANY.

PEMIGEWASSET VALLEY RAILROAD COMPANY,

CONCORD, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Benjamin A. Kimball, Concord, N. H.; treasurer, John F. Webster, Concord, N. H.; clerk of corporation, George H. Adams, Plymouth, N. H. See Boston & Maine Railroad for other officers.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Benjamin A. Kimball, John F. Webster, Concord, N. H.; Joseph W. Campbell, Woodstock, N. H.; John J. Cilley, Deerfield, N. H.; George W. Hills, Lawrence, Mass.; Charles H. Bowles, Plymouth, N. H.; Nathan P. Hunt, Harry E. Parker, Manchester, N. H.; George E. Cummings, Woodsville, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

BENJAMIN A. KIMBALL,
President.

JOHN F. WEBSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. Concord, October 17, 1905. Then personally appeared the above-named Benjamin A. Kimball and John F. Webster, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK F. STREETER,
Justice of the Peace.

REPORT

OF THE

PETERBOROUGH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$15,700.00
Interest on deposit	90.12
Gross income	\$15,790.12
Salaries and maintenance of organization	250.16
Net divisible income	\$15,539.96
Dividends declared, 4 per cent on common stock	15,400.00
Surplus for the year ending June 30, 1905	\$139.96
Amount of surplus June 30, 1904	214,535.54
Total surplus June 30, 1905	\$214,675.50
GENERAL BALANCE SHEET.	
Cost of road	\$595,194.00
Cash	4,481.50
Total	\$599,675.50
Capital stock, common	\$385,000.00
Profit and loss balance—surplus	214,675.50
Total	\$599,675.50
CAPITAL STOCK.	
Capital stock authorized by law, common	\$600,000.00
Capital stock authorized by votes of company, common	600,000.00
Capital stock issued and outstanding, common	385,000.00

Number of shares issued and outstanding, common	3,856
Number of stockholders, common	330
Number of stockholders in New Hampshire, common	288
Amount stock held in New Hampshire, common	\$284,700.00
<hr/>	
RAILROAD OWNED.	
Total length of line owned	10.50 miles

PROPER ADDRESS OF THE COMPANY.

PETERBOROUGH RAILROAD,

NASHUA, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Charles H. Burns, Nashua, N. H.; treasurer, Gilman C. Shattuck, Nashua, N. H.; clerk of corporation, Harry W. Ramsdell, Nashua, N. H.; general auditor, William E. Spalding, Nashua, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Charles H. Burns, Wilton, N. H.; Thomas B. Eaton, Worcester, Mass.; Henry A. Cutter, Ben Emery Burns, George F. Andrews, Arthur G. Shattuck, Nashua, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

CHARLES H. BURNS,
President.

GILMAN C. SHATTUCK,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. August 31, 1905. Then personally appeared the above-named Charles H. Burns and Gilman C. Shattuck, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

IRA F. HARRIS,
Justice of the Peace.

REPORT

OF THE

PETERBOROUGH & HILLSBOROUGH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL BALANCE SHEET.	
Cost of road	\$209,298.44
Sinking and other special funds	925.00
Profit and loss balance—deficit	120,583.83
Total	<u>\$330,807.27</u>
Capital stock, common	\$45,000.00
Funded debt	165,000.00
Matured interest coupons unpaid (including coupons due July 1)	112,181.25
Gratuity	8,626.02
Total	<u>\$330,807.27</u>
CAPITAL STOCK.	
Capital stock authorized by law, common	\$45,000.00
Capital stock authorized by votes of company, common	45,000.00
Capital stock issued and outstanding, common	45,000.00
Number of shares issued and outstanding, common	450
Number of stockholders, common	1
Number of stockholders in New Hampshire, common	1
Amount stock held in New Hampshire, common	\$45,000.00

PROPER ADDRESS OF THE COMPANY.

PETERBOROUGH & HILLSBOROUGH RAILROAD,

1023 OLD SOUTH BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Alvah W. Sulloway, Franklin, N. H.; treasurer, George U. Crocker, 1023 Old South Building, Boston, Mass.; clerk of corporation, Barron Shirley, Franklin, N. H.; assistant treasurer, Horace E. Chamberlin, Concord, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Alvah W. Sulloway, Frederick H. Daniell, Franklin, N. H.; Enoch Gerrish, Concord, N. H.; William Power Wilson, Boston, Mass.; Horace E. Chamberlin, Concord, N. H.; George E. Whitney, Enfield, N. H.; Frederick L. Thompson, Bellows Falls, Vt.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

ALVAH W. SULLOWAY,
President and Director.

GEORGE U. CROCKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. October 12, 1905. Then personally appeared the above-named Alvah W. Sulloway and George U. Crocker, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

G. GLOVER CROCKER, JR.,
Justice of the Peace.

REPORT

OF THE

SULLIVAN COUNTY RAILROAD

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$374,842.50
Operating expenses	277,170.51
Net earnings from operation	\$97,671.99
Miscellaneous income, less expense of collecting:	
Rents of tenements, lands, etc.	\$976.00
Less expense	193.72
Income from sources other than operation	782.28
Gross income above operating expenses	\$98,454.27
Charges upon income accrued during the year:	
Interest on funded debt	\$14,280.00
Taxes	13,260.86
Total charges and deductions from income	27,540.86
Net divisible income	\$70,913.41
Dividends declared during the year payable on—	
October 1, 1904, 4 per cent on	
\$500,000, common	\$20,000.00
April 1, 1905, 4 per cent on	
\$500,000, common	20,000.00
Total dividends declared	40,000.00
Surplus for the year ending June 30, 1905	\$30,913.41
Amount of surplus June 30, 1904	131,486.78
Net amount credited to profit and loss	22,500.00
Total surplus June 30, 1905	\$184,900.19

EARNINGS FROM OPERATION.	
Gross receipts from passengers	\$110,136.02
Deductions:	
Tickets redeemed	\$24.18
Excess fares refunded	307.91
Total deductions	332.09
Net revenue from passengers	\$109,803.93
From mails	\$7,453.92
From express	5,460.00
From extra baggage and storage	1,661.56
Total earnings, passenger service	14,575.48
Total earnings, passenger service	\$124,379.41
Gross receipts from freight	\$247,591.34
Overcharge to shippers	446.89
Net revenue from freight	\$247,144.45
Storage and miscellaneous	300.32
Total earnings, freight service	\$247,444.27
Total passenger and freight earnings	\$371,824.18
Other earnings from operation:	
Switching charges—balance	\$2,691.96
Telegraph companies	95.96
Rental from tracks, yards, and terminals	230.40
Total other earnings	3,018.32
Gross earnings from operation	\$374,842.50
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers	\$900.00
Salaries of clerks and attendants	1,560.00
General office expenses and supplies	49.21
Insurance	931.47
Law expenses	4,918.61
Miscellaneous	101.56
Total	\$8,460.85

Maintenance of way and structures:	
Repairs of roadway (includes separation of grade crossings, \$9,330.96)	\$29,294.71
Renewals of rails	317.64
Renewals of ties	3,470.97
Repairs and renewals of bridges and culverts	1,298.65
Repairs and renewals of fences, road crossings, signs, and cattle guards	441.07
Repairs and renewals of buildings and fixtures	7,945.67
Stationery and printing	19.33
Miscellaneous	97.33
Total	\$42,885.37
Maintenance of equipment:	
Superintendence	\$799.43
Repairs and renewals of locomotives	30,923.55
Repairs and renewals of passenger cars	268.76
Repairs and renewals of freight cars	34,425.03
Miscellaneous	218.17
Total	\$66,634.94
Conducting transportation:	
Superintendence	\$3,153.46
Engine and roundhouse men	26,357.12
Fuel for locomotives	54,026.54
Water supply for locomotives	1,347.82
Oil, tallow, and waste for locomotives	1,221.07
Other supplies for locomotives	286.34
Train service	19,073.27
Train supplies and expenses	2,181.00
Switchmen, flagmen, and watchmen	7,963.09
Telegraph expenses	3,879.56
Station service	11,351.62
Station supplies	1,614.87
Car service—balance	19,173.22
Loss and damage	308.16
Clearing wrecks	96.82
Advertising	279.19
Outside agencies	47.36
Rentals for tracks, yards, and terminals	6,001.30
Stationery and printing	617.55
Miscellaneous	209.99
Total	\$159,189.35

Recapitulation:	
General expenses	\$8,460.85
Maintenance of way and structures	42,885.37
Maintenance of equipment	66,634.94
Conducting transportation	159,189.35
Total operating expenses	<u>\$277,170.51</u>
Percentage of operating expenses to gross earnings	73.94

GENERAL BALANCE SHEET.	
Cost of road	\$888,755.37
Cost of equipment	98,175.10
Total permanent investments	<u>\$986,930.47</u>
Due from solvent companies and individuals	87,539.72
Total	<u>\$1,074,470.19</u>
Capital stock, common	\$500,000.00
Funded debt	357,000.00
Audited vouchers and accounts	29,000.00
Interest accrued and not yet due	3,570.00
Profit and loss balance—surplus	184,900.19
Total	<u>\$1,074,470.19</u>

CAPITAL STOCK.	
Capital stock authorized by law, common	\$500,000.00
Capital stock authorized by votes of company, common	500,000.00
Capital stock issued and outstanding, common	500,000.00
Number of shares issued and outstanding, common	5,000
Number of stockholders, common	8
Number of stockholders in New Hampshire, common	5
Amount stock held in New Hampshire, common	\$600.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during the year.
First Mortgage	4%	Apr. 1, 1924	\$357,000.00	\$14,280.00

VOLUME OF TRAFFIC, ETC.	
Passenger traffic:	
Number of passengers carried paying revenue	245,237
Number of passengers carried one mile	4,818,407
Number of passengers carried one mile per mile of road operated	185,323
Average length of journey per passenger, miles	19.65
Average amount received from each passenger	\$0.44775
Average amount received per passenger per mile carried . . . . .	.02279
Passenger earnings (gross) per mile of road operated	4,783.82
Passenger earnings (gross) per passenger-train mile run	1.30744
Freight traffic:	
Number tons of freight hauled earning revenue	1,013,629
Number of tons of freight hauled one mile	24,697,161
Number of tons of freight hauled one mile per mile of road operated	949,891
Average length of haul per ton, miles	24.37
Average amount received for each ton freight	\$0.24382
Average amount received per ton per mile hauled . . . . .	.01001
Freight earnings (gross) per mile of road operated	9,517.11
Freight earnings (gross) per freight-train mile run	1.44360
Operating expenses:	
Operating expenses per mile of road operated	10,660.40
Operating expenses per revenue-train mile run	1.09760
Train mileage:	
Miles run by passenger trains	81,115
Miles run by freight trains	157,391
Miles run by mixed trains	14,017
Total mileage of trains earning revenue	252,523
Miles run by switching trains	72,688
Miles run by construction and other trains	4,827
Total train mileage	330,038
Fares and freights:	
Average rate of fare per mile on single local tickets	2.052 cents
Average rate of fare per mile on mileage tickets (500 miles)	2.250 "
Average rate of fare per mile on mileage tickets (1,000 miles)	2.000 "

Average rate of fare per mile on season tickets	0.594 cents
Average rate of fare per mile on joint tickets	2.551 "
Average rate of freight per ton mile on local way-bill	4.721 "
Average rate of freight per ton mile on joint way-bill	1.020 "
Average number of persons employed	126

RAILROAD OWNED.

Length of main line in New Hampshire	25.19 miles
Total length of main line	26.00 "
Total length of second track	17.40 "
Total length of side track, etc.	8.60 "
Total length of track owned in New Hampshire	51.19 "
Total length of track owned	52.00 "

RAILROAD OPERATED.

Length of main line in New Hampshire	25.19 miles
Total length of main line	26.00 "
Total length of second track	17.40 "
Total length of side track, etc.	8.60 "
Total length of track operated in New Hampshire	51.19 "
Total length of track operated	52.00 "

RAILROAD CROSSINGS IN NEW HAMPSHIRE.

Crossings with Highways.

Number of crossings of company's railroad with highways at grade	20
Number of highway grade crossings unprotected	20
Number of highway bridges 18 feet (or more) above track	1
Number of highway bridges less than 18 feet above track	1
Height of lowest highway bridge above track	17 ft. 3 in.

DESCRIPTION OF RAILROADS AND BRANCHES OWNED BY THIS COMPANY.

NAME OF RAILROAD OR BRANCH.	Name of Branch Line.	Termini of Main or Branch Like.	Length of line in miles.		Second track.		Third track.		Fourth track.		Side track, etc.		Length com- puted as single track.	
			Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
Sullivan County Road.	Main	Fellows Falls to Windsor, Vt. ...	26.00	25.19	17.40	17.40	.....	.....	.....	.....	8 60	8 60	52.00	51.19

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Name of coupler used.						
	Number owned.	Number owned by leased roads.	Total owned and leased.	Number equipped with power driven wheel brakes.	Maximum weight, pounds.	Average weight, pounds.	Number equipped with power train brakes.
							Number equipped with automatic couplers.
Passenger locomotives.....	4	.....	4	4	115,000	101,050	.....
Freight "	4	.....	4	4	142,400	126,300	.....
Total.....	8	.....	8	8	.....	.....	.....
Box cars.....	40	.....	40	.....	.....	.....	40
							Gould.

PROPER ADDRESS OF THE COMPANY.

SULLIVAN COUNTY RAILROAD,
BOSTON, MASS.

Corporate office, Concord, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, John H. Albin, Concord, N. H.; treasurer, Henry A. Albin, Concord, N. H.; assistant treasurer, Herbert E. Fisher, Boston, Mass.; clerk of corporation, Henry A. Albin, Concord, N. H.; general auditor, William J. Hobbs, Boston, Mass.; general traffic manager, William F. Berry, Boston, Mass.; general passenger and ticket agent, Dana J. Flanders, Boston, Mass.; general freight agent, Michael T. Donovan, Boston, Mass.; superintendent, Harley E. Folsom, Lyndonville, Vt.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

John H. Albin, Concord, N. H.; James H. Williams, Bellows Falls, Vt.; George H. Stowell, Claremont, N. H.; George E. Anderson, Nashua, N. H.; George W. Abbott, Springfield, Mass.; Henry A. Albin, Concord, N. H.; John E. Allen, Keene, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

JOHN H. ALBIN,
President.

HERBERT E. FISHER,
Assistant Treasurer.

WILLIAM J. HOBBS,
General Auditor.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. Concord, N. H., September 27, 1905. Then personally appeared the above-named John H. Albin and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

WILLIAM H. SAWYER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, Mass., September 16, 1905. Then personally appeared the above-named Herbert E. Fisher and William J. Hobbs, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. A. RYDER,
Justice of the Peace.

REPORT

OF THE

SUNCOOK VALLEY RAILROAD

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Rentals received from lease of road . . .	\$14,700.00
Expenses and charges upon income . . .	301.25
Net divisible income . . .	\$14,398.75
Dividends declared, 6 per cent on common stock	14,400.00
Deficit for the year ending June 30, 1905 .	\$1.25
Amount of surplus June 30, 1904 . . .	390.95
Total surplus June 30, 1905 . . .	\$389.70
GENERAL BALANCE SHEET.	
Cost of road	\$348,199.19
Cash	2,586.51
Total	\$350,785.70
Capital stock, common	\$341,700.00
Contributions	8,696.00
Total sinking and other special funds . .	\$350,396.00
Profit and loss balance—surplus . . .	389.70
Total	\$350,785.70
CAPITAL STOCK.	
Capital stock authorized by law, common . .	\$500,000.00
Capital stock authorized by votes of company, common	341,700.00

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Capital stock issued and outstanding, common .	\$240,000.00
Non-dividend paying stock	101,700.00
Number of shares issued and outstanding, common	3,417
Number of stockholders, common	211
Number of stockholders in New Hampshire, common	187
Amount of stock held in New Hampshire, common	\$323,200.00
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RAILROAD OWNED.	
Length of main line, Suncook to Pittsfield . .	17.41 miles
Length of side track, etc.	3.56 "
Total length of track owned	20.97 miles

GENERAL REMARKS AND EXPLANATIONS.

For correct mileage see report of the operating company, namely, the Boston & Maine Railroad.

PROPER ADDRESS OF THE COMPANY.

SUNCOOK VALLEY RAILROAD,

WALTER M. PARKER, *Treasurer.*

MANCHESTER, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Hiram A. Tuttle, Pittsfield, N. H.; treasurer, Walter M. Parker, Manchester, N. H.; clerk of corporation, Nathan P. Hunt, Manchester, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

James B. Tennant, Epsom, N. H.; Charles H. Carpenter, Chichester, N. H.; Eugene S. Head, Hooksett, N. H.; Hiram A. Tuttle, Pittsfield, N. H.; Frank W. Sargeant, Alfred Quimby, Josiah Carpenter, Manchester, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

WALTER M. PARKER,
Treasurer.

HIRAM A. TUTTLE,
President.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. July 31, 1905. Then personally appeared the above-named Walter M. Parker and Hiram A. Tuttle, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ORIEN B. DODGE,
Justice of the Peace.

REPORT

OF THE

UPPER COÖS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road . . .	\$66,685.00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization	\$500.00
Interest on funded debt	45,185.00
Total expenses and charges upon income .	45,685.00
Net divisible income	\$21,000.00
Dividends declared, 6 per cent on common stock	21,000.00
GENERAL BALANCE SHEET.	
Cost of road	\$1,161,478.12
Cost of equipment	231,521.88
Total permanent investments	\$1,393,000.00
Capital stock, common	\$350,000.00
Funded debt	1,043,000.00
Total current liabilities	\$1,393,000.00

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$350,000.00
Capital stock authorized by votes of company, common . . .	350,000.00
Capital stock issued and outstanding, common . .	350,000.00
Number of stockholders, common . . .	52
Number of stockholders in New Hampshire, common . .	18
Amount stock held in New Hampshire, common . .	\$122,800.00

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
First Mortgage	4%	May 1, 1930	\$350,000.00	\$14,000.00
"	4½	" "	683,000.00	31,185.00
Total			\$1,043,000.00	\$45,185.00

PROPER ADDRESS OF THE COMPANY.

UPPER COOS RAILROAD COMPANY,

89 STATE ST., BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, George Van Dyke, Lancaster, N. H.; treasurer, Thomas S. McGowen, Boston, Mass.; clerk of corporation, Chester B. Jordan, Lancaster, N. H.; general counsel, Irving W. Drew, Lancaster, N. H.; general manager, George F. Evans, Portland, Me.; superintendent, George F. Blake, Lancaster, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

George Van Dyke, Irving W. Drew, Henry O. Kent, Lancaster, N. H.; Parker W. Whittemore, Newton, Mass.; Sherburne M. Merrill, Newton, Mass.; Thomas S. McGowen, Boston, Mass.

I hereby certify that the statements contained in the foregoing return are full, just, and true.

THOMAS S. MCGOWEN,
Treasurer.

STATE OF MASSACHUSETTS.

SUFFOLK, ss. August 10, 1905. Then personally appeared the above-named Thomas S. McGowen, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

G. PHILIP WARDNER,
Notary Public.

REPORT

OF THE

WILTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, 99 years from October 1, 1883	\$20,400.00
Dividends declared, 8½ per cent on common stock	20,400.00
Surplus for the year ending June 30, 1905	nothing
Contingent fund	\$1,000.00
GENERAL BALANCE SHEET.	
Cost of road	\$242,600.00
Cash	3,989.50
Total	\$246,589.50
Capital stock, common	\$240,000.00
Capital stock never capitalized	2,600.00
Total capital stock	\$242,600.00
Current liabilities:	
Dividends not called for	\$2,989.50
Contingent fund	1,000.00
Total current liabilities	3,989.50
Total	\$246,589.50

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$240,000.00
Capital stock authorized by votes of company, common . . .	240,000.00
Capital stock issued and outstanding, common . . .	240,000.00
Number of shares issued and outstanding, common . . .	2,400
Number of stockholders, common . . .	234
Number of stockholders in New Hampshire, common . . .	206
Amount of stock held in New Hampshire, common . . .	\$199,200.00
RAILROAD OWNED.	
Length of main line in New Hampshire . . .	15.50 miles
Total length of main line . . .	15.50 "

PROPER ADDRESS OF THE COMPANY.

WILTON RAILROAD COMPANY,

NASHUA, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, George O. Whiting, Lexington, Mass.; treasurer, William E. Spalding, Nashua, N. H.; clerk of corporation, I. S. Whiting, Wilton, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

John A. Spalding, Nashua, N. H.; George O. Whiting, Lexington, Mass.; Charles A. Ramsdell, Winchester, Mass.; Charles A. Burns, Somerville, Mass.; George E. Anderson, Nashua, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

GEORGE O. WHITING,
President.

WILLIAM E. SPALDING,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. October 30, 1905. The personally appeared the above-named George O. Whiting, president, and William E. Spalding, treasurer, of the Wilton Railroad Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWIN S. GAGE,
Justice of the Peace.

REPORT

OF THE

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$250,000.00
Interest on bank account	163.74
Gross income	\$250,163.74
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization	\$2,381.61
Interest on funded debt	71,040.00
Total expenses and charges upon income	73,421.61
Net divisible income	\$176,742.13
Dividends declared, 2¾ and 3 per cent on common stock (5¾ per cent on 30,644 shares)	176,203.00
Surplus for the year ending June 30, 1905	\$539.13
Amount of deficit June 30, 1904	279,481.81
Total deficit June 30, 1905	\$278,942.68
GENERAL BALANCE SHEET.	
Cost of road	\$4,138,584.99
Cost of equipment	415,336.03
Total permanent investments	\$4,553,921.02

Cash	\$39,316.30	
Worcester, Nashua & Rochester Railroad stock	35,400.00	
Total cash and current assets		\$74,716.30
Profit and loss balance—deficit		278,942.68
Total		\$4,907,580.00
Capital stock, common		\$3,099,800.00
Funded debt		1,776,000.00
Current liabilities:		
Matured interest coupons unpaid (including coupons due July 1)		27,980.00
Accrued liabilities:		
Interest accrued and not yet due		3,800.00
Total		\$4,907,580.00

PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS
DURING THE YEAR.

All additions to property accounts are made by
the Boston & Maine Railroad.

CAPITAL STOCK.

Capital stock authorized by law, common	\$3,600,000.00
Capital stock authorized by votes of company, common	3,099,800.00
Capital stock issued and outstanding, common	3,099,800.00
Number of shares issued and outstanding, com- mon	30,998
Number of stockholders, common	785
Number of stockholders in New Hampshire, com- mon	189
Amount of stock held in New Hampshire, com- mon	\$217,700.00

RAILROAD OWNED.

Length of main line in New Hampshire	55.02 miles
Total length of main line	94.48 "
Total length of second track	18.13 "
Length of side track, etc., in New Hampshire	19.06 "
Total length of side track, etc.	45.28 "
Total length of track owned in New Hampshire	74.08 "
Total length of track owned	157.89 "

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of maturity.	Amount outstand'g.	Interest paid during the year.
First mortgaged bonds.....	4%	Jan. 1, 1906	\$150,000.00	\$6,000.00
“ “	4%	1, 1913	511,000.00	20,440.00
“ “	4%	1, 1930	735,000.00	29,500.00
“ “	4%	Oct. 1, 1934	380,000.00	15,180.00
Total.....			\$1,776,000.00	\$71,120.00

PROPER ADDRESS OF THE COMPANY.

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, George G. Haven, 32 Nassau street, New York;
treasurer and clerk of corporation, Charles H. Bowen, 53 State
street, Boston, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

George G. Haven, James N. Jarvie, Adrian Iselin, Jr., Frederic
Cromwell, Richard A. McCurdy, New York, N. Y.; Henry L. Hig-
ginson, Boston, Mass.; Nathaniel Thayer, Lancaster, Mass.;
Albert Wallace, Rochester, N. H.; Charles H. Bowen, Brookline,
Mass.

We hereby certify that the statements contained in the fore-
going return are full, just and true.

GEORGE G. HAVEN,
HENRY L. HIGGINSON,
NATHANIEL THAYER,
JAMES N. JARVIE,
ADRIAN ISELIN, JR.,
ALBERT WALLACE,
CHARLES H. BOWEN,

Directors.

CHARLES H. BOWEN,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. August 4, 1905. Then personally appeared the above-named Albert Wallace and C. H. Bowen, H. L. Higginson, and N. Thayer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EUGENE W. LEIGHTON,
Notary Public.

STATE OF NEW YORK.

NEW YORK, ss. August 22, 1905. Then personally appeared the above-named G. G. Haven, James N. Jarvie, and Adrian Iselin, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true..

Before me,

MARTIN EICHE,
Notary Public.

PART III.

STREET RAILWAY RETURNS.



REPORT

OF THE

BERLIN STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$40,569.44
Operating expenses	36,785.01
Net income from operation	\$3,784.43
Charges upon income accrued during the year:	
Interest on funded debt	\$5,250.00
Interest and discount on unfunded debts and loans	1,070.00
Total charges and deductions from income	6,320.00
Deficit for year ending June 30, 1905	\$2,535.57
Amount of deficit June 30, 1904	7,029.12
Total deficit June 30, 1905	\$9,564.69
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$39,083.02
Receipts from park and casino	1,486.44
Gross income from operation	\$40,569.46
EXPENSES OF OPERATION.	
General expenses.	
Salaries of general officers and clerks	\$2,020.00
General office expenses and supplies	493.35
Legal expenses	543.31
Insurance	572.96
New cars, storage battery, etc.	2,997.67

Maintenance of roadway and buildings:	
Repairs of roadbed and track	\$2,017.22
Repairs of electric line construction	230.56
Removal of snow and ice	368.41
Maintenance of equipment:	
Repairs of cars and other vehicles	1,128.91
Repairs of electric equipment of cars	2,895.30
Transportation expenses:	
Cost of electric motive power	6,000.00
Wages and compensation of persons employed in conducting transportation	9,597.13
Damages for injuries to persons and property	3,704.75
Car barn supplies, park, etc.	4,215.44
Total operating expenses	\$36,785.01

**PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS
DURING THE YEAR.**

Additional cars (1 in number) leased	\$2,890.00
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GENERAL BALANCE SHEET.

Assets.

Railway:	
Roadbed and tracks	\$109,900.00
Electric line construction, includ- ing poles, wiring, feeder lines, etc.	35,000.00
Interest accrued during construc- tion of railway	5,000.00
Salaries, engineering, and other expenses incident to construc- tion	6,000.00
Total cost of railway owned	\$155,900.00
Equipment:	
Cars and other rolling stock and vehicles	\$10,500.00
Electric equipment of same	12,400.00
Total cost of equipment owned	22,900.00

Land and buildings:		
Land necessary for operation of railway	\$9,200.00	
Electric power stations, including equipment	6,000.00	
Other buildings necessary for operation of railway	21,000.00	
Total cost of lands and buildings owned		\$36,200.00
Total permanent investments		\$215,000.00
<i>Liabilities.</i>		
Capital stock:		
Common	\$80,000.00	
Preferred	30,000.00	
Total capital stock		\$110,000.00
Funded debt		105,000.00
Total		\$215,000.00

CAPITAL STOCK.		
Capital stock authorized by law, common	\$80,000.00	
Capital stock authorized by law, preferred	30,000.00	
Total capital stock authorized by law		\$110,000.00
Capital stock authorized by votes of company, common	\$80,000.00	
Capital stock authorized by votes of company, preferred	30,000.00	
Total capital stock authorized by vote		\$110,000.00
Capital stock issued and outstanding, common	\$80,000.00	
Capital stock issued and outstanding, preferred	30,000.00	
Total capital stock outstanding		\$110,000.00
Total capital stock liability		\$110,000.00
Number of shares issued and outstanding, common	800	
Number of shares issued and outstanding, preferred	300	
Total number of shares outstanding		1,100

Number of stockholders, common	7
Number of stockholders, preferred	31
Number of stockholders in New Hampshire, common	3
Number of stockholders in New Hampshire, preferred	28
Total stockholders in New Hampshire	28
Amount of stock held in New Hampshire, common	\$40,000.00
Amount of stock held in New Hampshire, preferred	13,000.00
Total stock held in New Hampshire	\$53,000.00
FUNDED DEBT.	
Bonds:	
Rate of interest	5 per cent.
Date of maturity	Feb. 1, 1922
Amount outstanding	\$105,000.00
Interest paid during year	\$5,250.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during year	781,000
Number of passengers carried per mile of railway track operated	104,221
Number of round trips run	16,220
Number of car miles run	76,650
Average number of persons employed	16
EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	4
Open passengers cars equipped for electric power	4
Total passenger cars of all kinds	8
Number of all above cars with 8 wheels	8
Snowplows	1
Electric motors	26

DESCRIPTION OF RAILWAY.	
Total length of railway line owned and operated	7.50 miles
Length of sidings, switches, etc., owned and operated	.25 "
Total length computed as single track	7.75 "

Motive power, all electric.

System of electric motive power used by the company, overhead trolley.

The railway is located in Berlin and Gorham, N. H.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Grand Trunk, Berlin Mills spur track, Berlin..	1	1
With International Paper Co., Berlin.....	1	1
With Grand Trunk, Berlin Mills spur track at the Cascade Mills, Gorham	1	1
Total number of tracks at crossings	3	3

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers		3				3
Employees						
Other persons...						
Total.....		3				3

STATEMENT OF EACH ACCIDENT.

Vincento Laurito, Leo W. Welsh, and F. J. Carroll. Two cars bumped together, October 17, 1904; nothing very serious.

PROPER ADDRESS OF THE COMPANY.

BERLIN STREET RAILWAY,

BERLIN, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Frank Ridlon, Boston, Mass.; treasurer, E. W. Gross, Auburn, Me.; clerk of corporation, A. I. Lawrence, Gorham, N. H.; general manager, E. W. Gross, Auburn, Me.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Frank Ridlon, Boston, Mass.; E. W. Gross, C. W. McAlister, Auburn, Me.; William Ames, Lewiston, Me.; H. I. Goss, Berlin, N. H.; A. I. Lawrence, J. F. Libby, Gorham, N. H.

I hereby certify that the statements contained in the foregoing report are full, just, and true.

E. W. GROSS,
Treasurer.

STATE OF NEW HAMPSHIRE.

Coos, ss. October 13, 1905. Then personally appeared the above-named E. W. Gross, and severally made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

HERBERT I. GOSS,
Justice of the Peace.

REPORT

OF THE

BOSTON & MAINE RAILROAD

[Operating the Concord and Manchester Electric Branch of the
Concord & Montreal Railroad.]

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$141,684.60
Operating expenses	124,278.01
Gross income above operating expenses	\$17,406.59
Taxes	1,203.96
Surplus for year ending June 30, 1905, included in Boston & Maine Railroad account	\$16,202.63

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$137,508.97
Receipts from rentals of buildings and other property	878.82
Receipts from advertising in cars	999.96
Miscellaneous earnings at Contoocook River Park	2,296.85
Gross income from operation	\$141,684.60

EXPENSES OF OPERATION.	
General expenses:	
Legal expenses	\$590.23
Insurance	1,352.52
Miscellaneous	676.80

Maintenance of roadway and buildings:	
Repairs of roadbed and track	\$7,422.54
Repairs of electric line construction . . .	2,589.82
Removal of snow and ice	683.18
Repairs of buildings	169.43
Maintenance of parks, etc.	4,290.30
Maintenance of equipment:	
Repairs of cars and other vehicles	6,883.52
Repairs of electric equipment of cars . . .	5,730.39
Other expenses	4,614.06
Transportation expenses:	
Cost of electric motive power	38,836.82
Wages and compensation of persons employed in conducting transportation	35,060.19
Damages for injuries to persons and property	4,694.22
Cleaning and lubricating equipment	4,209.34
Other transportation expenses:	
Advertising	4,340.09
Stationery and printing	966.45
Miscellaneous	1,168.11
Total operating expenses	\$124,278.01

GENERAL BALANCE SHEET.

Cost of road and equipment includes Concord Street Railway purchased by Concord & Montreal Railroad.

Assets.

Roadbed and tracks, electric line construction, interest, salaries, engineering, and other expenses	\$487,238.81
Cars and other rolling stock and vehicles, electric equipment, horses, etc.	326,051.75
Land necessary for operation of railway, electric power stations, including equipment, other buildings	107,539.43
Pleasure park, etc	9,172.07
Total permanent investments	\$930,002.06

Liabilities.

(Stock and bonds issued by Concord & Montreal Railroad.)

Capital stock, common, Concord & Montreal Railroad, 2,500 shares	\$250,000.00
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Premium on Concord & Montreal Railroad stock sold	\$213,932.28
Funded debt, Concord & Montreal Railroad, 3½ per cent bonds, dated June 1, 1901, due June 1, 1920	462,000.00
Due Boston & Maine Railroad, account advances	4,069.78
Total	\$680,002.06

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year	2,199,072
Number of passengers carried per mile of track operated	75,876
Number of round trips run	82,512
Number of car miles run	767,196
Average number of persons employed	21

EQUIPMENT OWNED.

Box passenger cars equipped for electric power	36
Open passenger cars equipped for electric power	11
Total passenger cars of all kinds	47
Number of all above cars with 4 wheels	12
Number of all above cars with 6 wheels	28
Construction, repair, and other work cars	1
Snowplows	3

DESCRIPTION OF RAILWAY.

Length of railway line owned and operated	27.88 miles
Length of single switches, etc., owned and operated	2.43 "
Total length computed as single track	30.31 miles

Motive power, all electric.

System of electric motive power used by the company, 500-volt direct current supplied partly by direct current generators and partly by rotary converters.

This railway is located in Concord, Penobscot, Aroostook, and Bucksport.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers				1		1
Employees						
Other persons...				6		6
Total.....				7		7

STATEMENT OF EACH ACCIDENT.

July 18, 1904. Concord. Mary Noyes was being assisted from car and slipped, slightly spraining her ankle.

September 6, 1904. Concord. William M. Baker, riding bicycle along highway too near car, was struck and thrown to the ground, injuring his knee.

October 23, 1904. Hooksett. Melhorn child. Lying between rails. Emergency brakes used, but not in time to prevent car passing over child. It was uninjured except slight cut in face.

January 11, 1905, Concord. R. W. Cate and John Guetriez. Sleigh runner caught in car track, and both men thrown out. Cate uninjured, but Guetriez shaken up and arm slightly sprained. No cars near at time.

Concord. J. E. Rand, city marshal, and C. F. Rowe. Sleigh runner caught in track and both thrown out; city marshal's head slightly cut, but Rowe uninjured.

PROPER ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

[Management and operation of Concord & Manchester Electric Branch directed by officers of the Boston & Maine Railroad.]

President, Lucius Tuttle, Boston, Mass.; third vice-president and general manager, Frank Barr, Boston, Mass.; treasurer, Herbert E. Fisher, Boston, Mass.; fourth vice-president and general auditor, William J. Hobbs, Boston, Mass.; clerk of corporation, William B. Lawrence, Boston, Mass.; superintendent, William F. Ray, Concord, N. H.; assistant superintendent, Henry A. Albin, Concord, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass.; Samuel C. Lawrence, Medford, Mass.; Richard Olney, Boston, Mass.; Alvah W. Sulloway, Franklin, N. H.; Joseph H. White, Brookline, Mass.; Walter Hunnewell, Wellesley, Mass.; Lewis Cass Ledyard, New York, N. Y.; Henry M. Whitney, Brookline, Mass.; Henry F. Dimock, New York, N. Y.; William Whiting, Holyoke, Mass.; Charles M. Pratt, New York, N. Y.; Alexander Cochrane, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

LUCIUS TUTTLE,
President.

HERBERT E. FISHER,
Treasurer.

WILLIAM J. HOBBS,
Fourth Vice-President and General Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 11, 1905. Then personally appeared the above-named Lucius Tuttle, president; Herbert E. Fisher, treasurer, and William J. Hobbs, fourth vice-president and general auditor, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. A. RYDER,
Justice of the Peace

REPORT

OF THE

CHESTER & DERRY RAILROAD ASSOCIATION

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$13,921.99
Operating expenses	9,885.85
Net income from operation	\$4,036.14
Charges upon income accrued during the year:	
Interest on funded debt	\$2,500.00
Interest and discount on unfunded debts and loans	418.70
Total charges and deductions from income	2,918.70
Surplus for year ending June 30, 1905	\$1,117.44
Amount of surplus June 30, 1904	4,454.48
Total surplus June 30, 1905	\$5,571.92
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$11,949.85
Receipts from carriage of mails	515.86
Receipts from carriage of freight and express	1,401.64
Sundry	54.64
Gross income from operation	\$13,921.99
EXPENSES OF OPERATION.	
General expenses:	
Insurance	\$549.45

Maintenance of roadway and buildings:	
Repairs of roadbed and track	\$1,661.27
Removal of snow and ice	53.15
Repairs of buildings	37.64
Maintenance of equipment:	
Repairs of cars and other vehicles	167.35
Repairs of electric equipment of cars . . .	395.82
Transportation expenses:	
Cost of electric motive power	3,000.00
Wages and compensation of persons employed in conducting transportation	3,577.35
Rentals of buildings and other property . .	9.00
Heating cars	108.00
Sundry	326.82
Total operating expenses	\$9,885.85

**PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS
DURING THE YEAR.**

Additional cars (1 in number)	\$450.00
Electrical equipment of same	600.00
Total additions to property account . . .	\$1,050.00

GENERAL BALANCE SHEET.

<i>Assets.</i>		
Railway:		
Roadbed and tracks	\$64,094.00	
Electric line construction, including poles, wiring, feeder lines, etc.	17,709.34	
Total cost of railway owned		\$81,803.34
Equipment:		
Cars and other rolling stock and vehicles	\$7,475.23	
Electric equipment of same	6,601.59	
Snowplow	1,700.00	
Total cost of equipment owned		15,776.82
Lands and buildings:		
Land necessary for operation of railway	\$3,500.00	

Electric power stations, including equipment	\$2,500.00	
Other buildings necessary for operation of railway	3,213.94	
Total cost of land and buildings owned		\$9,213.94
Pavilion		3,013.78
Cash and current assets:		
Cash	\$2,442.54	
Sinking and other special funds	1,000.00	
Total cash and current assets		3,442.54
Total		\$113,250.42
<i>Liabilities.</i>		
Capital stock, common		\$50,000.00
Funded debt		50,000.00
Loans and bills payable		7,678.50
Interest accrued and not yet due		208.33
Profit and loss balance—surplus		5,363.59
Total		\$113,250.42
CAPITAL STOCK.		
Capital stock authorized by law, common		\$50,000.00
Capital stock authorized by votes of company, common		50,000.00
Capital stock issued and outstanding, common		50,000.00
Number of shares issued and outstanding, common		500
Number of stockholders, common		137
Number of stockholders in New Hampshire, common		134
Amount stock held in New Hampshire, common		\$49,500.00
FUNDED DEBT.		
First mortgage, 5-20 gold bonds:		
Rate of interest		5 per cent.
Amount outstanding		\$50,000.00
Interest paid during year		2,500.00

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	268,914
Number of car miles run	60,102
Average number of persons employed	6
EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	5
Open passenger cars equipped for electric power	5
Total passenger cars of all kinds	10
Snow plows	1
Freight cars	1
Generators.	
DESCRIPTION OF RAILWAY.	
Length of railway owned and operated	7 $\frac{3}{4}$ miles

Motive power, electric.

This railway is located in Chester and Derry, N. H.

PROPER ADDRESS OF THE COMPANY.

CHESTER & DERRY RAILROAD ASSOCIATION.

DERRY, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Greenleaf K. Bartlett; vice-president, Charles Bartlett; treasurer, F. J. Shepard; auditor and clerk of corporation, A. H. Wilcomb; general counsel, G. K. Bartlett; general manager, F. J. Shepard; superintendent, Charles Bartlett.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Greenleaf K. Bartlett, F. J. Shepard, Charles Bartlett, Derry, N. H.; A. H. Wilcomb, Nathan W. Goldsmith, George S. West, Chester, N. H.; William S. Pillsbury, Londonderry, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

G. K. BARTLETT,
President.

F. J. SHEPARD,
Treasurer.

CHARLES BARTLETT,
Superintendent.

STATE OF NEW HAMPSHIRE.

ROCKINGHAM, ss. Derry, October 23, 1905. Then personally appeared the above-named G. K. Bartlett, F. J. Shepard, and Charles Bartlett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOSEPH B. BARTLETT,
Justice of the Peace.

REPORT

OF THE

CLAREMONT RAILWAY & LIGHTING COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$22,770.41
Operating expenses	22,809.71
Deficit from operation	\$39.30
Charges upon income accrued during the year:	
Interest on funded debt	\$2,350.00
Interest and discount on unfunded debts and loans	969.23
Total charges and deductions from income	3,319.23
Deficit for year ending June 30, 1905	\$3,358.53
Amount of surplus June 30, 1904	7,463.48
Total surplus June 30, 1905	\$4,104.95
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$16,109.88
Receipts from carriage of mails	250.00
Receipts from carriage of freight and express	6,140.63
Receipts from advertising in cars	105.70
Baggage	164.20
Gross income from operation	\$22,770.41

EXPENSES OF OPERATION.		
General expenses.		
Salaries of general officers and clerks		\$1,729.16
General office expenses and supplies		357.88
Insurance		200.00
Park expenses		617.60
Maintenance of roadway and buildings:		
Repairs of roadbed and track		1,044.66
Repairs of electric line construction		89.93
Removal of snow and ice		930.92
Repairs of buildings		27.30
Maintenance of equipment:		
Repairs of cars and other vehicles		1,445.33
Repairs of electric equipment of cars		635.42
Transportation expenses:		
Cost of electric motive power		5,259.22
Wages and compensation of persons employed in conducting transportation		4,975.02
Damages for injuries to persons and property		1,018.25
Other transportation expenses:		
Freight transportation expense		2,992.55
Incidental expense, oil, grease, waste, sand, labor, etc.		1,486.47
Total operating expenses		\$22,809.71
PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.		
Extension of railway and tracks,		
permanent improvements	\$6,799.72	
New electric line construction	549.81	
Total additions to railway		\$7,349.53
Additional cars (2 in number)		
Electrical equipment of same	\$5,039.82	
Other additional equipment	1,380.92	
Total additions to equipment	118.84	6,539.58
Additional land necessary for op-		
eration of railway	\$430.00	
New electric power stations, in- cluding machinery, etc., additions	320.06	

Additional equipment of power stations	\$18,275.52	
Other new buildings necessary for operation of railway	35.84	
Total additions to land and buildings		\$19,061.42
Electric line construction lighting system	\$3,192.88	
Sundry equipment (meters, transformers, etc.)	3,342.70	
Total additions to other permanent property		6,535.58
Net addition to property accounts for year		\$39,486.11

GENERAL BALANCE SHEET.

Assets.

Railway:		
Roadbed and tracks	\$130,977.15	
Electric line construction, including poles, wiring, feeder lines, etc.	27,778.58	
Interest accrued during construction of railway	11,796.78	
Salaries, engineering, and other expenses incident to construction	19,713.90	
Total cost of railway owned		\$190,266.41
Equipment:		
Cars and other rolling stock and vehicles	\$22,568.46	
Electric equipment of same	17,882.17	
Other items of equipment	1,226.65	
Total cost of equipment owned		41,677.28
Lands and buildings:		
Land necessary for operation of railway	\$13,839.03	
Electric power stations, including equipment	128,668.40	
Other buildings necessary for operation of railway	5,325.83	
Total cost of lands and buildings owned		147,833.26

Other permanent property:		
Electric Lighting Company	\$23,110.00	
Electric line construction, lighting system	12,494.89	
Sundry equipment lighting system, meters, transformers, etc.	5,295.93	
Total cost of other permanent property owned		\$40,900.82
Total permanent investments		\$420,677.77
Cash		152.07
Miscellaneous assets:		
Material and supplies	\$2,149.60	
Park construction account	180.77	
Total miscellaneous assets		2,330.37
Total		\$423,160.21
<i>Liabilities.</i>		
Capital stock, common		\$186,160.50
Funded debt		180,000.00
Loans and bills payable		47,224.64
Matured interest coupons unpaid (including coupons due July 1)		2,350.00
Profit and loss balance—surplus		7,425.07
Total		\$423,160.21
CAPITAL STOCK.		
Capital stock authorized by law, common		\$190,000.00
Capital stock authorized by votes of company, common		190,000.00
Capital stock issued and outstanding, common		185,900.00
Amount paid in on 41 shares not yet issued		260.50
Number of shares issued and outstanding, common		1,859
Number of stockholders, common		88
Number of stockholders in New Hampshire, common		77
Amount of stock held in New Hampshire, common		\$61,200.00

FUNDED DEBT.	
First mortgage, 20-year gold bonds:	
Rate of interest	5 per cent.
Date of maturity	April 1, 1925
Amount outstanding	\$180,000.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year .	330,034
Number of passengers carried per mile of rail- way track operated	61,920
Number of round trips run	10,256
Number of car miles run	108,745
Average number of persons employed	26
EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	4
Open passenger cars equipped for electric power	4
Total passenger cars of all kinds	8
Number of all above cars with 4 wheels . .	3
Number of all above cars with 8 wheels . .	5
Number of electric cars equipped with fenders .	7
Construction, repair, and other work cars .	1
Snowplows, 8 wheel, 4 motors	1
Freight motor car, 8 wheel, 4 motor . . .	1
Electric motors	26
DESCRIPTION OF RAILWAY.	
Length of railway, passenger line, owned and op- erated	5.33 miles
Length of railway line, freight, owned and oper- ated	1.995 "
Length of sidings, switches, etc., owned and oper- ated . . . . .	.36 "
Total length, computed as single track . . .	7.685 "
Motive power, all electric.	
System of electric motive power used by the company, over- head trolley, General Electric and Westinghouse motors.	
This railway is located in Claremont, N. H.	

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.*	Number of tracks at crossing.	
	Railroad.	Railway.
With Boston & Maine, Concord & Claremont Division, Pleasant street, Claremont	2	1
With Boston & Maine, Concord & Claremont Division, Claremont Junction	1	1
Total.....	3	2

GENERAL REMARKS AND EXPLANATIONS.

New bond issue of \$180,000 was issued April 1, 1905, the old bonds being destroyed, together with all coupons.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers .....	.....	5	.....	.....	.....	5
Employees .....	.....	.....	.....	.....	.....	.....
Other persons...	1	.....	.....	1	1	.....
Total	1	5	.....	1	1	5

STATEMENT OF EACH ACCIDENT.

Boy playing under freight car, train backed into said car and moved it about ten feet; boy's skull was crushed and he was instantly killed.

February 17, 1905. Car got out of control of motorman and crashed into pole at end of line at Claremont Junction; injured five passengers.

May 12, 1905. Lady stepped in front of car, which was moving at full speed; car struck her, injuring her leg.

* At all the above crossings frogs are inserted in the tracks.

PROPER ADDRESS OF THE COMPANY.

CLAREMONT RAILWAY & LIGHTING COMPANY,
CLAREMONT, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Hira R. Beckwith, Claremont, N. H.; vice-president, John T. Emerson, Claremont, N. H.; treasurer, Louis N. Wheelock, Claremont, N. H.; auditor, Oscar B. Rand, Claremont, N. H.; clerk of corporation, Edwin B. Heywood, Claremont, N. H.; general counsel, Frank H. Brown, Claremont, N. H.; general manager and superintendent, L. N. Wheelock, Claremont, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Hira R. Beckwith, John T. Emerson, Ira F. Chandler, Oscar B. Rand, Frank H. Foster, Louis N. Wheelock, Claremont, N. H.; M. F. Dickinson, 53 State street, Boston.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

HIRA R. BECKWITH,
President.

LOUIS N. WHEELOCK,
Treasurer and General Manager.

- STATE OF NEW HAMPSHIRE.

SULLIVAN, ss. September 7, 1905. Then personally appeared the above-named Hira R. Beckwith and Louis N. Wheelock, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

J. T. EMERSON,
Justice of the Peace.

REPORT

OF THE

DOVER, SOMERSWORTH & ROCHESTER STREET RAILWAY COMPANY

[Leased to and operated by Exeter, Hampton & Amesbury Street
Railway Company.]

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$82,137.25
Operating expenses	56,443.25
Net income from operation	\$25,694.00
Miscellaneous income, less expense of collecting:	
Rents, buildings	\$489.92
Sales of old material	317.81
Total income from other sources than operation	807.73
Gross income above operating expenses	\$26,501.73
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans	\$187.13
Taxes	1,918.26
Rentals of leased railways	35,775.00
Loss in operation, Central Park	2,180.68
Total charges and deductions from income	40,061.07
Deficit for year ending June 30, 1905	\$13,559.34
Amount of deficit June 30, 1904	48,965.08
	\$62,524.42
Rebate power, 1903	4,003.92
Total deficit June 30, 1905	\$58,520.50

Total income from lease of railway	\$35,775.00
Interest and discount on unfunded debts and loans	15,000.00
Surplus for year ending June 30, 1905	\$20,775.00
Amount of surplus June 30, 1904	54,242.51
	\$75,017.51
Amount written off	9,242.51
Total surplus June 30, 1905	\$65,775.00

EARNINGS FROM OPERATION.

Receipts from passengers carried	\$81,872.25
Receipts from advertising in cars	265.00
Gross income from operation	\$82,137.25

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks	\$2,424.42
General office expenses and supplies	710.71
Legal expenses	113.79
Insurance	1,347.78
Advertising \$953.01	
Miscellaneous 591.49	
	1,544.50
Maintenance of roadway and buildings:	
Repairs of roadbed and track	3,164.85
Repairs of electric line construction	2,007.99
Removal of snow and ice	1,465.85
Repairs of buildings	267.65
Maintenance of equipment:	
Repairs of cars and other vehicles and electrical equipment	4,830.45
Transportation expenses:	
Cost of electric motive power	13,087.35
Wages and compensation of persons employed in conducting transportation	19,653.27
Damages for injuries to persons and property	4,064.20
Rentals of buildings and other property	97.02
Car service supplies and expenses	1,663.42
Total operating expenses	\$56,443.25

PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Additions to other permanent property, shop tools	\$73.50
Deductions:	
Railway and tracks, valuation	\$8,642.51
Overhead, valuation	75.26
Land, buildings, and fixtures, valuation	2,579.75
Total deductions from property account	11,297.52
Net deductions from property account for the year	\$11,224.02

GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Railway:	
Roadbed and tracks	\$224,085.95
Electric line construction, including poles, wiring, feeder lines, etc.	138,656.87
Interest accrued during construction of railway	9,356.65
Total cost of railway owned	\$372,099.47
Cars and other rolling stock and vehicles and electric equipment of same	110,859.06
Land necessary for operation of railway, electric power stations, including equipment, other buildings necessary for operation of railway	227,224.61
Office furniture and fixtures	156.71
Total permanent investments	\$710,339.85
Bills and accounts receivable	85,775.00
Total	\$796,114.85
<i>Liabilities.</i>	
Capital stock	\$375,000.00
Funded debt	300,000.00
Loans and bills payable	35,339.85
Matured interest coupons unpaid (including coupons due July 1)	20,000.00
Profit and loss balance—surplus	65,775.00
Total	\$796,114.85

CAPITAL STOCK.	
Capital stock authorized by law, common	\$375,000.00
Capital stock authorized by votes of company, common	375,000.00
Capital stock issued and outstanding, common	375,000.00
Number of shares issued and outstanding, common	3,750
Number of stockholders, common	6
Number of stockholders in New Hampshire, common	2
Amount of stock held in New Hampshire, common	\$374,600.00
FUNDED DEBT.	
First mortgage, gold bonds:	
Rate of interest	5 per cent.
Date of maturity	July 1, 1921
Amount outstanding	\$300,000.00
Interest paid during year	5,000.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	1,693,352
Number of passengers carried per mile of railway track operated	99,579
Number of round trips run	10,488
Number of car miles run	356,700
Average number of persons employed	50
EQUIPMENT OWNED.	
Box passenger cars equipped for duplex electric power	2
Box passenger cars equipped for electric power	19
Open passenger cars equipped for electric power	15
Total passenger cars of all kinds	36
Number of all above cars with 4 wheels	16
Number of all above cars with 6 wheels	2
Number of all above cars with 8 wheels	18
Number of electric cars equipped with fenders	18
Construction, repair, and other work cars	2
Snowplows	3
Sleighs	2
Electric motors	68

DESCRIPTION OF RAILWAY.	
Length of railway owned and operated	17.005 miles
Length of sidings, switches, etc., owned and operated . . . . .	.739 "
Total length computed as single track	17.744 miles

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.*	Number of tracks at crossing.	
	Railroad.	Railway.
With B. & M. R. R., W. N. & P. Division, Main street, Rochester.....		.....
With B. & M. R. R., Northern Division, Railroad Ave., Rochester.....	2	.....
With B. & M. R. R., Eastern Division, Central Ave., Dover.....	1	.....
With B. & M. R. R., Eastern Division, Washington Street, Dover.....	1	.....
With B. & M. R. R., Western Division, Central Ave., Dover.....	3	.....
Total number of tracks at crossings.....	8	.....

Motive power, all electric.

System of electric motive power used by the company, Westinghouse and General Electric.

This railway is located in Dover, Somersworth, Rochester, and Gonic.

*Number of above crossings at which frogs are inserted in the tracks, 8.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	3	.....	.....	.....	3
Employees.....	1	.....	.....	.....	1
Others.....	3	.....	3
Total.....	4	.....	3	.....	7

STATEMENT OF EACH ACCIDENT.

October 9, 1904. Collision of car and team; man in team injured.

November 24, 1904. Collision of car and team; motorman injured.

November 28, 1904. Derailment, one woman had arm and leg injured; not serious.

February 22, 1905. Derailment; woman had back and stomach injured.

May 24, 1905. Piece of glass from window of car struck man's shoe, cutting one toe.

May 27, 1905. Woman walking on sidewalk, slipped and struck running board of car; leg fractured.

June 12, 1905. Man stepped in front of moving car and was struck; general bruises.

PROPER ADDRESS OF THE COMPANY.

DOVER, SOMERSWORTH & ROCHESTER STREET RAILWAY COMPANY.

HAMPTON, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, D. A. Belden, 50 Merrimack street, Haverhill, Mass.; vice-president, F. P. Royce, 84 State street, Boston, Mass.; treasurer and auditor, Samuel P. Russell, 50 Merrimack street, Haverhill, Mass.; clerk of corporation and general counsel, Samuel W. Emery, Portsmouth, N. H.; general manager, Franklin Woodman, 50 Merrimack street, Haverhill, Mass.; superintendent, A. B. Leighton, Dover, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

D. A. Belden, Haverhill, Mass.; R. H. Johnson, Braintree, Mass.;
F. P. Royce, Dedham, Mass.; S. W. Emery, Portsmouth, N. H.;
F. W. Stearns, Newton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

DAVID A. BELDEN,
President.

SAMUEL P. RUSSELL,
Treasurer.

FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. September 13, 1905. Then personally appeared the above-named David A. Belden, Samuel P. Russell, Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDMUND B. FULLER,
Justice of the Peace.

REPORT

OF THE

EXETER, HAMPTON & AMESBURY STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$45,226.08
Operating expenses	43,108.45
Net income from operation	\$2,117.63
Charges upon income accrued during the year:	
Interest on funded debt	\$11,250.00
Interest and discount on unfunded debts and loans	614.71
Taxes	300.00
Loss Hampton Beach	3,810.85
Total charges and deductions from income	15,975.56
Deficit for year ending June 30, 1905	\$13,857.93
Amount of deficit June 30, 1904	31,344.82
	\$45,202.75
Deductions during the year:	
Rebate power, 1903	\$6,948.41
Rebate taxes	195.97
Total deductions	7,144.38
Total deficit June 30, 1905	\$38,058.37
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$42,347.11
Receipts from carriage of mails	1,800.00
Receipts from carriage of freight and express	297.32
Receipts from rentals of buildings and other property	35.00

Receipts from advertising in cars	\$145.75
Receipts from interest on deposits	12.00
Sale of old material	588.90
Gross income from operation	<u>\$45,226.08</u>
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$1,836.42
General office expenses and supplies	511.35
Legal expenses	76.96
Insurance	829.47
Advertising	775.65
Miscellaneous	373.22
Maintenance of roadway and buildings:	
Repairs of roadbed and track	2,416.70
Repairs of electric line construction	1,234.87
Removal of snow and ice	789.46
Repairs of buildings	209.65
Maintenance of equipment:	
Repairs of cars and other vehicles, and repairs of electric equipment of cars	4,215.86
Transportation expenses:	
Cost of electric motive power	12,716.58
Wages and compensation of persons employed in conducting transportation	12,970.25
Damages for injuries to persons and property	2,105.52
Rentals of buildings and other property	73.17
Car service supplies and expenses	1,185.84
Cleaning and sanding track	787.48
Total operating expenses	<u>\$43,108.45</u>
PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Additions:	
Extension of railway and tracks	\$0.75
New electric line construction	284.92
Total additions to railway	<u>\$285.67</u>
Other additional equipment	510.00
Additional land necessary for operation of rail- way	1.80

New electric power stations, including machinery, etc., additional equipment of power stations, other new buildings necessary for operation of railway	\$130.32
Additions to other permanent property:	
Engineering and superintendence	\$73.11
Hampton Beach improvements	1,563.49
Total additions to other permanent property	1,636.60
Total additions to property account	\$2,564.39
Deductions:	
Cars, valuation	\$1,410.00
Rotary station, valuation	3,321.93
Total deductions from property account	4,731.93
Net deductions from property account for the year	\$2,167.54

GENERAL BALANCE SHEET.

Assets.

Railway:		
Roadbed and tracks	\$198,695.46	
Electric line construction, including poles, wiring, feeder lines, etc.	117,955.64	
Interest accrued during construction of railway	16,875.00	
Salaries, engineering, and other expenses incident to construction	15,493.21	
Total cost of railway owned		\$349,019.31
Equipment:		
Cars and other rolling stock and vehicles	\$26,819.16	
Electric equipment of same	27,692.87	
Other items of equipment	510.00	
Total cost of equipment owned		55,022.03
Cost of lands and buildings owned		122,699.40

Other permanent property:		
Shop tools	\$1,548.96	
Office furniture and fixtures	1,706.00	
Hampton Beach investment	63,814.13	
Total cost of other permanent property owned		\$67,069.09
Total permanent investments		\$593,809.83
Cash and current assets:		
Cash	\$3,537.73	
Bills and accounts receivable	10,976.68	
Unexpired insurance	2,361.48	
Total cash and current assets		\$16,875.89
Materials and supplies		9,709.04
Rentals and loss operating leased roads		192,485.89
Loss E. H. & A.		38,058.37
Total		\$850,939.02
Liabilities.		
Capital stock, common		\$360,000.00
Funded debt		225,000.00
Current liabilities:		
Loans and bills payable	\$17,934.96	
Rentals due July 1	235,215.00	
Total current liabilities		253,149.96
Accrued liabilities:		
Interest accrued and not yet due	\$937.50	
Taxes accrued and not yet due	3,976.13	
Accident reserve	7,875.43	
Total accrued liabilities		12,789.06
Total		\$850,939.02
CAPITAL STOCK.		
Capital stock authorized by law, common		\$360,000.00
Capital stock authorized by votes of company, common		360,000.00
Capital stock issued and outstanding, common		360,000.00
Number of shares issued and outstanding, common		3,600

Number of stockholders, common	6
Number of stockholders in New Hampshire, common	2
Amount of stock held in New Hampshire, common	\$359,600.00

FUNDED DEBT.

First mortgage, 20-year gold bonds:	
Rate of interest	5 per cent.
Date of maturity	June, 1910
Amount outstanding	\$225,000.00
Interest paid during year	11,250.00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year	882,857
Number of passengers carried per mile of railway track operated	42,607
Number of round trips run	6,888
Number of car miles run	285,500
Average number of persons employed	35

EQUIPMENT OWNED.

Box passenger cars equipped for electric power	3
Open passenger cars equipped for electric power	9
Total passenger cars of all kinds	12
Number of all above cars with 4 wheels	4
Number of all above cars with 8 wheels	8
Number of electric cars equipped with fenders	12
Construction, repair, and other work cars	8
Snowplows	3
Electric motors	24

DESCRIPTION OF RAILWAY.

Length of railway line owned and operated	21 721 miles
Length of sidings, switches, etc., owned and operated	885 "
Total length, computed as single track	21 606 miles

Motive power, all electric.

System of electric motive power used by the company, Westinghouse and General Electric.

This railway is located in Exeter, Hampton, and Hampton Beach.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....						
Employees.....				1		1
Other persons.....				3		3
Totals				4		4

STATEMENT OF EACH ACCIDENT.

July 12, 1904. Child ran out in front of car; was struck; bruised about head and neck.

August 21, 1904. Employee received shock; fell from a ladder; arm, back, and chest bruised.

August 22, 1904. Collision of car and team; man thrown out; back injured.

October 22, 1904. Collision of car and team; man slightly injured.

PROPER ADDRESS OF THE COMPANY.

EXETER, HAMPTON & AMESBURY STREET RAILWAY
COMPANY.

HAMPTON, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, D. A. Belden, 50 Merrimack street, Haverhill, Mass.; vice-president, F. P. Royce, 84 State street, Boston, Mass.; treasurer and auditor, Samuel P. Russell, 50 Merrimack street, Haverhill, Mass.; clerk of corporation and general counsel, Samuel W. Emery, Portsmouth, N. H.; general manager, Franklin Woodman, 50 Merrimack street, Haverhill, Mass.; superintendent, Clarence P. Hayden, Hampton, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

D. A. Belden, Haverhill, Mass.; F. P. Royce, Dedham, Mass.;
R. H. Johnson, Braintree, Mass.; S. W. Emery, Portsmouth, N.
H.; F. W. Stearns, Newton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

DAVID A. BELDEN,
President.

SAMUEL P. RUSSELL,
Treasurer.

FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. September 13, 1905. Then personally appeared the above-named David A. Belden, Samuel P. Russell, and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDMUND B. FULLER,
Justice of the Peace.

REPORT

OF THE

HAVERHILL, PLAISTOW & NEWTON STREET RAILWAY COMPANY

[Leased to and operated by Exeter, Hampton & Amesbury Street
Railway Company.]

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$31,123.32
Operating expenses	28,817.77
Gross income above operating expenses	\$2,305.55
Charges upon income accrued during the year:	
Taxes	\$14.00
Rentals of leased railways	19,255.00
Total charges and deductions from income	19,269.00
Deficit for year ending June 30, 1905	\$16,963.45
Amount of deficit June 30, 1904	20,638.72
	\$37,602.17
Rebate power, 1903	4,601.31
Total deficit June 30, 1905	\$33,000.86
Total income from lease of railway	\$19,255.00
Interest on funded debt	7,250.00
Surplus for year ending June 30, 1905	\$12,005.00
Amount of surplus June 30, 1904	23,400.00
Total surplus June 30, 1905	\$35,405.00

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$31,014.87
Receipts from advertising in cars	108.45
Gross income from operation	<u>\$31,123.32</u>
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks . .	\$1,259.31
General office expenses and supplies . .	345.02
Legal expenses	53.57
Insurance	570.76
Advertising	499.70
Miscellaneous	253.63
Maintenance of roadway and buildings:	
Repairs of roadbed and track	1,590.08
Repairs of electric line construction . .	841.97
Removal of snow and ice	598.19
Repairs of buildings	142.03
Maintenance of equipment:	
Repairs of cars and other vehicles and electric equipment of cars	2,907.24
Transportation expenses:	
Cost of electric motive power	8,362.67
Wages and compensation of persons employed in conducting transportation	8,480.58
Damages for injuries to persons and property	1,530.27
Rentals of buildings and other property	50.08
Car service, supplies and expenses	\$815.35
Cleaning and sanding track	517.32
	<u>1,332.67</u>
Total operating expenses	<u>\$28,817.77</u>
PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Additions:	
Extension of railway and tracks	\$115.80
New electric line construction	37.50
Total additions to property account . .	<u>\$153.30</u>

GENERAL BALANCE SHEET.

Assets.

Railway:		
Roadbed and tracks	\$107,533.67	
Electric line construction, including poles, wiring, feeder lines, etc.	42,786.33	
Salaries, engineering, and other expenses incident to construction	9,132.73	
Total cost of railway owned		\$159,452.73
Equipment:		
Cars and other rolling stock and vehicles	\$51,361.71	
Electric equipment of same	47,505.32	
Total cost of equipment owned		98,867.03
Land and buildings:		
Land necessary for operation of railway, electric power stations, including equipment, and other buildings necessary for operation of railway		120,519.55
Other permanent property:		
Office furniture and fixtures	\$104.23	
Shop tools	138.20	
Total cost of other permanent property owned		242.43
Total permanent investments		\$379,081.74
Bills and accounts receivable		50,165.55
Total		\$429,247.29

Liabilities.

Capital stock, common		\$225,000.00
Funded debt		145,000.00
Current liabilities:		
Loans and bills payable	\$9,342.29	
Matured interest coupons unpaid (including coupons due July 1)	14,500.00	
Total current liabilities		23,842.29
Profit and loss balance—surplus		35,405.00
Total		\$429,247.29

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$225,000.00
Capital stock authorized by votes of company, common	225,000.00
Capital stock issued and outstanding, common . . .	225,000.00
Number of shares issued and outstanding, common	2,250
Number of stockholders, common	6
Number of stockholders in New Hampshire, common	2
Amount of stock held in New Hampshire, common	\$224,600.00
FUNDED DEBT.	
First mortgage, gold bonds:	
Rate of interest	5 per cent.
Date of maturity	July 1, 1921
Amount outstanding	\$145,000.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year . . .	679,535
Number of passengers carried per mile of railway track operated	83,327
Number of round trips run	11,275
Number of car miles run	183,900
Average number of persons employed	20
EQUIPMENT OWNED.	
Box passenger cars equipped for electric power . . .	7
Open passenger cars equipped for electric power . . .	6
Total passenger cars of all kinds	13
Number of all above cars with 8 wheels	13
Number of electric cars equipped with fenders . . .	13
Construction, repair, and other work cars	2
Electric motors	32
DESCRIPTION OF RAILWAY.	
Length of railway owned and operated	8.155 miles
Length of sidings, switches, etc., owned and operated . . . . .	.319 "
Total length, computed as single track	8.474 miles

Motive power, all electric.
 System of electric motive power used by the company, West-
 inghouse and General Electric.

This railway is located in Plaistow and Newton.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Boston & Maine Railroad, Western Division, Main street, Newton	2	.....
Total.....	2	.....

Number of above crossings at which frogs are inserted in the tracks, 2.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	1	.....	1
Employees.....	1	.....	3	.....	4
Other persons...	1	.....	1
Total.....	1	.....	5	.....	6

STATEMENT OF EACH ACCIDENT.

August 31, 1904. Woman fell in alighting from stationary car; arm broken.

September 1, 1904. Man working in road, reached out for tool and was struck by car; badly hurt.

November 15, 1904. Intoxicated man struck by car; head cut; thigh bruised.

January 27, 1905. Employee burnt while repairing controller at car barn.

February 6, 1905. Employee, repairing trolley, received a shock; hands slightly burned.

June 19, 1905. Conductor cut on nose and lip by falling trolley wheel.

PROPER ADDRESS OF THE COMPANY.

HAVERHILL, PLAISTOW & NEWTON STREET RAILWAY
COMPANY,

HAMPTON, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, D. A. Belden, 50 Merrimack street, Haverhill, Mass.; vice-president, F. P. Royce, 84 State street, Boston, Mass.; treasurer and auditor, Samuel P. Russell, 50 Merrimack street, Haverhill, Mass.; clerk of corporation and general counsel, Samuel W. Emery, Portsmouth, N. H.; general manager, Franklin Woodman, 50 Merrimack street, Haverhill, Mass.; superintendent, Clarence P. Hayden, Hampton, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

D. A. Belden, Haverhill, Mass.; R. H. Johnson, Braintree, Mass.; F. P. Royce, Dedham, Mass.; S. W. Emery, Portsmouth, N. H.; F. W. Stearns, Newton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

DAVID A. BELDEN,
President.

SAMUEL P. RUSSELL,
Treasurer.

FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. September 13, 1905. Then personally appeared the above-named David A. Belden, Samuel P. Russell, and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDMUND B. FULLER,
Justice of the Peace.

REPORT

OF THE

HUDSON, PELHAM & SALEM ELECTRIC RAILWAY COMPANY

[Operated by D. A. Belden, Receiver, from December 11, 1904,
to June 30, 1905.]

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$84,176.20
Operating expenses	84,541.92
Net loss from operation	\$365.72
Charges upon income accrued during the year:	
Interest on funded debt	\$18,250.00
Interest and discount on unfunded debts and loans	3,446.02
Taxes	3.96
Total charges and deductions from income	21,699.98
Deficit for year ending June 30, 1905	\$22,065.70
Amount of deficit June 30, 1904	112,263.82
	\$134,329.52
Rebate power, 1903	12,735.47
Total deficit June 30, 1905	\$121,594.05
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$82,122.18
Receipts from carriage of mails	320.00
Receipts from advertising in cars	245.93
Sale of old material	1,488.09
Gross income from operation	\$84,176.20

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$3,483.53
General office expenses and supplies	968.77
Legal expenses	152.83
Insurance	1,478.81
Advertising \$1,518.92	
Miscellaneous 658.76	
	<hr/> 2,177.68
Maintenance of roadway and buildings:	
Repairs of roadbed and track	3,576.62
Repairs of electric line construction	1,416.30
Removal of snow and ice	739.46
Repairs of buildings	215.99
Maintenance of equipment:	
Repairs of cars and other vehicles and electric equipment of cars	11,283.41
Transportation expenses:	
Cost of electric motive power	23,734.42
Wages and compensation of persons employed in conducting transportation	24,292.81
Damages for injuries to persons and property	4,018.28
Tolls for trackage rights over other railways	3,170.77
Rentals of buildings and other property	138.42
Car service supplies and expenses	1,879.79
Cleaning and sanding track	1,467.69
Shop expense	346.34
	<hr/>
Total operating expenses	\$84,541.92
PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Extension of railway and tracks	\$304.06
Additional land necessary for operation of railway \$46.72	
New electric power stations, including machinery, etc., equipment of power stations, other new buildings necessary for operation of railway 90.07	
	<hr/>
Total additions to land and buildings	136.79

Additions to other permanent property:		
Engineering and superintendence	\$63.76	
Shop tools and machinery	165.64	
Total additions to other permanent property		\$229.40
Total additions to property account		\$670.25
Deductions from property account, overhead valuation		14,318.58
Net deduction from property account for the year		\$13,648.33
GENERAL BALANCE SHEET.		
<i>Assets.</i>		
Railway:		
Roadbed and tracks	\$337,570.92	
Electric line construction, including poles, wiring, feeder lines, etc.	94,165.08	
Interest accrued during construction of railway	1,653.57	
Salaries, engineering, and other expenses incident to construction	29,593.78	
Total cost of railway owned		\$462,983.35
Equipment:		
Cars and other rolling stock and vehicles	\$73,398.58	
Electric equipment of same	46,641.87	
Other items of equipment	392.87	
Total cost of equipment owned		120,433.32
Lands and buildings:		
Land necessary for operation of railway	\$22,164.34	
Electric power stations, including equipment and other buildings necessary for operation of railway	228,825.39	
Total cost of lands and buildings owned		250,989.73

Other permanent property:	
Shop tools	\$7,539.45
Office furniture and fixtures	734.69
Total cost of other permanent property owned	\$8,274.14
Total permanent investments	\$842,680.54
Bills and accounts receivable	14,042.20
Profit and loss balance—deficit	121,594.05
Total	\$978,316.79
Liabilities.	
Capital stock, common	\$475,000.00
Funded debt	365,000.00
Loans and bills payable	101,816.79
Matured interest coupons unpaid (including coupons due July 1)	36,500.00
Total	\$978,316.79
CAPITAL STOCK.	
Capital stock authorized by law, common	\$475,000.00
Capital stock authorized by votes of company, common	475,000.00
Capital stock issued and outstanding, common	475,000.00
Number of shares issued and outstanding, common	4,750
Number of stockholders, common	6
Number of stockholders in New Hampshire, common	2
Amount of stock held in New Hampshire, common	\$474,600.00
FUNDED DEBT.	
First mortgage, 20-year gold bonds:	
Rate of interest	6 per cent.
Date of maturity	July 1, 1922
Amount outstanding	\$365,000.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	1,820,678
Number of passengers carried per mile of railway track operated	66,303

Number of round trips run	10,304
Number of car miles run	530,400
Average number of persons employed	80

EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	8
Open passenger cars equipped for electric power	15
Total passenger cars of all kinds	23
Number of all above cars with 8 wheels	23
Number of electric cars equipped with fenders	23
Snowplows	4
Electric motors	56

DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated	25.738 miles
Length of trackage over other railways	1.190 "
Length of second track owned and operated	1.722 "
Length of sidings, switches, etc., owned and operated	1.075 "
Total length, computed as single track	29.725 "

Motive power, all electric.

System of electric motive power used by the company, Westinghouse and General Electric.

This railway is located in Hudson, Pelham, and Salem.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Boston & Maine Railroad, Western Division, Main street, Salem	2	1
Total number of tracks at crossings.....	2	1

Number of above crossings at which frogs are inserted in the tracks, 2

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	1	.....	.....	.....	1
Employees.....	1	.....	1
Other persons....	1	.....	1
Totals.....	1	.....	2	.....	3

STATEMENT OF EACH ACCIDENT.

October 28, 1904. Intoxicated man lying on track; head cut by fender.

January 3, 1905. Derailment. One woman had rib broken.

February 2, 1905. Employee had leg jammed between lathe and wheel at car barn.

PROPER ADDRESS OF THE COMPANY.

HUDSON, PELHAM & SALEM ELECTRIC RAILWAY
COMPANY,

HAMPTON, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, D. A. Belden, 50 Merrimack street, Haverhill, Mass.; vice-president, F. P. Royce, 84 State street, Boston, Mass.; treasurer and auditor, Samuel P. Russell, 50 Merrimack street, Haverhill, Mass.; clerk of corporation and general counsel, Samuel W. Emery, Portsmouth, N. H.; general manager, Franklin Woodman, 50 Merrimack street, Haverhill, Mass.; superintendent, Robert H. Dunbar, Salem, N. H.; receiver, D. A. Belden, 50 Merrimack street, Haverhill, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

D. A. Belden, Haverhill, Mass.; R. H. Johnson, Braintree, Mass.;
F. P. Royce, Dedham, Mass.; S. W. Emery, Portsmouth, N. H.;
F. W. Stearns, Newton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

DAVID A. BELDEN,
President.

SAMUEL P. RUSSELL,
Treasurer.

FRANKLIN WOODMAN,
General Manager.

DAVID A. BELDEN,
Receiver.

COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. September 13, 1905. Then personally appeared the above-named David A. Belden, Samuel P. Russell, and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDMUND B. FULLER,
Justice of the Peace.

REPORT

OF THE

KEENE ELECTRIC RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$27,312.01
Operating expenses	20,686.48
Net income from operation	\$6,625.53
Charges upon income accrued during the year:	
Interest on funded debt . . . \$4,000.00	
Interest and discount on unfunded debts and loans . . . 2,435.82	
Taxes	97.88
Total charges and deductions from income .	6,533.70
Surplus for year ending June 30, 1905 . .	\$91.83
Amount of deficit June 30, 1904	3,708.95
Total deficit June 30, 1905	\$3,617.12
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$26,999.45
Receipts from carriage of mails	258.60
Receipts from advertising in cars	53.96
Gross income from operation	\$27,312.01
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks . .	\$2,515.30
General office expenses and supplies . .	502.20
Insurance	572.26
Amusements	60.94

Maintenance of roadway and buildings:	
Repairs of roadbed and track	\$1,318.53
Repairs of electric line construction	10.10
Removal of snow and ice	516.34
Repairs of buildings	241.67
Maintenance of equipment:	
Repairs of cars and other vehicles	393.73
Repairs of electric equipment of cars	470.60
Transportation expenses:	
Cost of electric motive power	7,334.41
Wages and compensation of persons employed in conducting transportation	6,750.40
Total operating expenses	\$20,686.48

**PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS
DURING THE YEAR.**

Extension of railway and tracks	\$1,852.32
New electric line construction	703.27
Engineering, etc., during construction	392.60
Other additional rolling stock and vehicles	94.47
Additional equipment of power stations	1,843.72
Account Swanzey extension	5,000.00
Total additions to property account	\$9,886.38

GENERAL BALANCE SHEET.

Assets.

Railway:	
Roadbed and tracks	\$94,673.96
Electric line construction, including poles, wiring, feeder lines, etc.	19,206.09
Salaries, engineering, and other expenses incident to construction	15,539.05
Total cost of railway owned	\$129,419.10
Equipment:	
Cars and other rolling stock and vehicles and electric equipment of same	31,607.79

Land and buildings:	
Land necessary for operation of railway, electric power stations, including equipment	\$57,968.62
Account Swanzey extension	65,000.00
Total permanent investments	\$283,995.51
Cash	204.65
Materials and supplies	1,916.33
Profit and loss balance—deficit	3,617.12
Total	\$289,733.61
<i>Liabilities.</i>	
Capital stock, common	\$145,000.00
Funded debt	80,000.00
Loans and bills payable	62,425.64
Interest accrued and not yet due	2,307.97
Total	\$289,733.61

CAPITAL STOCK.	
Capital stock authorized by law, common	\$220,000.00
Capital stock authorized by votes of company, common	145,000.00
Capital stock issued and outstanding, common	145,000.00
Number of shares issued and outstanding, common	1,450
Number of stockholders, common	10
Number of stockholders in New Hampshire, common	5
Amount of stock held in New Hampshire, common	\$75,500.00

FUNDED DEBT.	
First mortgage, 20-year gold bonds:	
Rate of interest	5 per cent.
Date of maturity	Oct. 1, 1920
Amount outstanding	\$80,000.00
Interest paid during year	4,000.00

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	539,661
Number of round trips run	12,518
Number of car miles run	154,771
Average number of persons employed	17

EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	4
Open passenger cars equipped for electric power	5
Total passenger cars of all kinds . . .	9
Number of all above cars with 4 wheels . .	9
Number of electric cars equipped with fenders	9
Construction, repair, and other work cars . .	2
Snowplows	2
Electric motors	20
DESCRIPTION OF RAILWAY.	
Length of railway owned and operated . . .	8.344 miles
Length of sidings, switches, etc., owned and operated . . . . .	.240 "
Total length, computed as single track . .	8.584 miles

Motive power, all electric.

System of electric motive power used by the company, General Electric.

This railway is located in the city of Keene, and the towns of Marlborough and Swanzey.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Boston & Maine Railroad, at Keene	4	1
With Boston & Maine Railroad, at South Keene.	3	1
Total number of tracks at crossings ..	7	2

Number of above crossings at which frogs are inserted in the tracks, 2.

PROPER ADDRESS OF THE COMPANY.

THE KEENE ELECTRIC RAILWAY COMPANY,

KEENE, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Daniel R. Cole, Keene, N. H.; treasurer, George E. Whiting, 178 Devonshire street, Boston, Mass.; auditor, George A. Litchfield, Keene, N. H.; clerk of corporation, Frank H. Whitcomb, Keene, N. H.; general counsel, Charles H. Hersey, Keene, N. H.; general manager, Thomas T. Robinson, 178 Devonshire street, Boston, Mass.; superintendent, John H. Jennings, Keene, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Daniel R. Cole, George A. Litchfield, John H. Jennings, Keene, N. H.; Charles O. Whitney, Marlborough, N. H.; T. Russell Robinson, Dedham, Mass.; George E. Whiting, Hyde Park, Mass.; Thomas T. Robinson, Dedham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

DANIEL R. COLE,
President.

GEORGE E. WHITING,
Treasurer.

JOHN H. JENNINGS,
Superintendent.

STATE OF NEW HAMPSHIRE.

CHESHIRE, ss. August 7, 1905. Then personally appeared the above-named Daniel R. Cole and John H. Jennings, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me.

CHARLES H. HERSEY,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, July 29, 1905. Then personally appeared George E. Whiting and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHARLES E. STANWOOD,
Justice of the Peace.

REPORT

OF THE

LACONIA STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$26,474.80
Operating expenses	21,810.39
Net income from operation	\$4,664.41
Profit and loss	12.44
Gross income above operating expenses	\$4,676.85
Charges upon income accrued during the year:	
Interest on funded debt	\$4,500.00
Interest and discount on unfunded debts and loans	1,591.97
Taxes	588.97
Total charges and deductions from income	6,680.94
Deficit for year ending June 30, 1905	\$2,004.09
Amount of deficit June 30, 1904	8,812.06
Total deficit June 30, 1905	\$10,816.15
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$25,711.30
Receipts from rentals of buildings and other property	581.00
Receipts from advertising in cars	182.50
Gross income from operation	\$26,474.80

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks . . .	\$972.00
General office expenses and supplies . . .	854.30
Legal expenses	263.61
Insurance	696.00
Maintenance of roadway and buildings:	
Repairs of roadbed and track	756.58
Repairs of electric line construction	128.33
Removal of snow and ice	320.78
Repairs of buildings	177.28
Maintenance of equipment:	
Repairs of cars and other vehicles	2,140.29
Repairs of electric equipment of cars	2,165.09
Transportation expenses:	
Cost of electric motive power	6,664.28
Wages and compensation of persons employed in conducting transportation	5,868.71
Damages for injuries to persons and property	375.00
Miscellaneous	428.14
Total operating expenses	\$21,810.39

GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Railway:	
Roadbed and tracks	\$113,139.92
Electric line construction, including poles, wiring, feeder lines, etc.	24,200.00
Salaries, engineering, and other expenses incident to construction	3,200.00
Total cost of railway owned	\$140,539.92
Equipment:	
Cars and other rolling stock and vehicles	\$23,100.00
Electric equipment of same	14,005.00
Other items of equipment	4,700.00
Total cost of equipment owned	41,805.00

Land and buildings:		
Land necessary for operation of railway	\$1,050.00	
Electric power stations, including equipment	56,000.00	
Other buildings necessary for operation of railway	10,850.00	
Total cost of lands and buildings owned		\$67,900.00
Tenements		10,600.00
Total permanent investments		\$260,844.92
Cash and current assets:		
Cash	\$4,278.73	
Bills and accounts receivable	2,560.20	
Total cash and current assets		6,838.93
Profit and loss balance—deficit		10,816.15
Total		\$278,500.00
Liabilities.		
Capital stock, common		\$100,000.00
Capital stock, preferred		40,000.00
Funded debt		130,000.00
Loans and bills payable		8,500.00
Total		\$278,500.00
CAPITAL STOCK.		
Capital stock authorized by law, common		\$100,000.00
Capital stock authorized by law, preferred		40,000.00
Capital stock authorized by votes of company, common		100,000.00
Capital stock authorized by votes of company, preferred		40,000.00
Capital stock issued and outstanding, common		100,000.00
Capital stock issued and outstanding, preferred		40,000.00
Number of shares issued and outstanding, common		2,000
Number of shares issued and outstanding, preferred		400
Number of stockholders, common		34
Number of stockholders, preferred		1
Number of stockholders in New Hampshire, common		25
Number of stockholders in New Hampshire, preferred		1

Amount of stock held in New Hampshire, common	\$66,650.00
Amount of stock held in New Hampshire, preferred	40,000.00
FUNDED DEBT.	
First mortgage bonds:	
Rate of interest	5 per cent.
Date of maturity	May 1, 1919
Amount outstanding	\$90,000.00
Second mortgage bonds:	
Rate of interest	5 per cent.
Date of maturity	May 1, 1919
Amount outstanding	\$40,000.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	539,057
Number of passengers carried per mile of railway track operated	67,382
Number of car miles run	139,448
Average number of persons employed	15
EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	2
Open passenger cars equipped for electric power	6
Total passenger cars of all kinds	8
Number of all above cars with 4 wheels	4
Number of all above cars with 8 wheels	4
Number of electric cars equipped with fenders	8
Snowplows	1
Barges and omnibuses	2
Electric motors	8 set
DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated	8.36 miles
Length of sidings, switches, etc., owned and operated	.51 "
Total length, computed as single track	8.87 miles

Motive power, all electric.

System of electric motive power used by the company, trolley.

This railway is located in Laconia.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Boston & Maine Railroad, Lake Shore Branch..	1	1
Total	1	1

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	1	.....	1
Employees
Other persons...
Total.....	1	.....	1

STATEMENT OF EACH ACCIDENT.

Miss Hannah Kimball stepped from moving car and seriously injured; was taken to the hospital and died a few days afterwards.

PROPER ADDRESS OF THE COMPANY.

LACONIA STREET RAILWAY,

LACONIA, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Harry L. Pierce, Leominster, Mass.; treasurer, Edmund Little, Laconia, N. H.; auditor, J. P. Atkinson, Laconia, N. H.; clerk of corporation, George P. Munsey, Laconia, N. H.; superintendent, L. S. Pierce, Laconia, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Albert G. Folsom, Samuel B. Smith, Charles F. Stone, Edmund Little, Harry L. Pierce, Laconia, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

HARRY L. PIERCE,
President.

EDMUND LITTLE,
Treasurer.

L. S. PIERCE,
Superintendent.

STATE OF NEW HAMPSHIRE.

BELKNAP, ss. September 1, 1905. Then personally appeared the above-named Edmund Little and L. S. Pierce, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE P. MUNSEY,
Justice of the Peace.

LAKELAND, Florida, September 7, 1905.

Before me this day, personally appeared Harry L. Pierce, to me well known, who deposes and says that he is president of the Laconia Street Railway, of Laconia, New Hampshire, and that he signed the foregoing annual report for the purposes therein mentioned.

H. J. DRAKE,
Notary Public, State of Florida at Large.

REPORT

OF THE

MANCHESTER STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$291,729.94
Operating expenses	220,993.34
Net income from operation	<u>\$70,736.60</u>
Charges upon income accrued during the year:	
Interest on funded debt	\$6,250.00
Interest and discount on unfunded debts and loans	1,920.41
Taxes	6,200.00
Total charges and deductions from income	<u>14,370.41</u>
Net divisible income	\$56,366.19
Dividends declared, 3 per cent on 6,945 shares and 3 per cent on 9,445 shares	<u>49,170.00</u>
Surplus for year ending June 30, 1905	\$7,196.19
Amount of surplus June 30, 1904	<u>1,323.13</u>
Total surplus	\$8,519.32
Adjustment of taxes	<u>5,500.00</u>
Total surplus June 30, 1905	<u>\$3,019.32</u>
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$283,161.40
Receipts from advertising in cars	1,480.00
Park receipts	<u>7,088.54</u>
Gross income from operation	\$291,729.94

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$7,191.69
General office expenses and supplies	11,199.11
Insurance	20,656.84
Park expense	12,167.90
Maintenance of roadway and buildings:	
Repairs of roadbed and track	8,714.43
Repairs of electric line construction	3,108.34
Removal of snow and ice	3,170.76
Repairs of buildings	878 01
Maintenance of equipment:	
Repairs of cars and other vehicles	12,355.35
Repairs of electric equipment of cars	6,986.16
Oils and greases	1,345.02
Transportation expenses:	
Stable expense	784.31
Cost of electric motive power	54,270.10
Wages and compensation of persons employed in conducting transportation	63,507.97
Damages for injuries to persons and property	30.00
Rentals of buildings and other property	9,557.69
Wages of other employees	5,069.66
Total operating expenses	\$220,993.34
PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Extension of railway and tracks	\$12,529.32
New electric line construction	1,731.03
Total additions to railway	\$14,260.35
Additional cars	\$1,280.00
Electrical equipment of same	31.50
Total additions to equipment	1,311.50
Additional land necessary for operation of rail- way	1,310.23
Net addition to property account for year	\$16,882.08

GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Railway:	
Roadbed and tracks	\$496,997.07
Electric line construction, including poles, wiring, feeder lines, etc.	105,555.54
Total cost of railway owned	\$602,552.61
Equipment:	
Cars and other rolling stock and vehicles	\$231,925.47
Electric equipment of same	92,063.70
Horses	350.00
Total cost of equipment owned	324,339.17
Land necessary for operation of railway	95,613.30
Massabesic park	18,315.31
Total permanent investments	\$1,040,820.39
Cash and current assets:	
Cash	\$20,673.52
Bills and accounts receivable	25,349.73
Total cash and current assets	46,023.25
Total	\$1,086,843.64
<i>Liabilities.</i>	
Capital stock, common	\$944,500.00
Loans and bills payable	59,377.72
Insurance fund for replacements	79,946.60
Profit and loss balance—surplus	3,019.32
Total	\$1,086,843.64
CAPITAL STOCK.	
Capital stock authorized by law, common	\$944,500.00
Capital stock authorized by votes of company, common	944,500.00
Capital stock issued and outstanding, common	944,500.00
Number of shares issued and outstanding, common	9,445
Number of stockholders, common	1
Number of stockholders in New Hampshire, common	1
Amount of stock held in New Hampshire, common	\$944,500.00

FUNDED DEBT.	
First mortgage:	
Rate of interest	5 per cent.
Date of maturity	Jan. 1, 1915
Amount outstanding	\$250,000.00
Interest paid during year	6,250.00

All the bonds of this road were called and cancelled and the mortgage discharged January 1, 1905.

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	6,980,853
Number of passengers carried per mile of railway track operated	201,805
Number of round trips run	159,123
Number of car miles run	1,159,156

EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	21
Open passenger cars equipped for electric power	55
Total passenger cars of all kinds	76
Number of all above cars with 4 wheels	44
Number of all above cars with 8 wheels	32
Number of electric cars equipped with fenders	76
Construction, repair, and other work cars	3
Snowplows	4
Horse plows	2
Horses	3
Harnesses, double, 2; single, 2; total	4
Electric motors	207
2 tower wagons, 1 emergency wagon, 1 sleigh	4

DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated	28,652 miles
Length of second track owned and operated	5.940 "
Length of sidings, switches, etc., owned and operated	2.644 "
Total length, computed as single track	37.236 miles

Motive power, all electric.

System of electric motive power used by the company, overhead trolley.

This railway is located in Manchester and Goffstown.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Boston & Maine Railroad at Granite street.....	2	2
“ “ “ “ Turner “	1	1
“ “ “ “ So. Elm “		2
“ “ “ “ Wilson “	4	1
“ “ “ “ So. Main “	2	1
“ “ “ “ Print Works.....	1	2
Total number of tracks at crossings	11	9

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	2	.....	2
Employees.....
Other persons...	2	.....	1	.....	3
Total.....	2	.....	3	.....	5

STATEMENT OF EACH ACCIDENT.

July 28, 1904. Newsboy fell from car, breaking arm.

September 6, 1904. Lady walking at side of track struck by car.

January 13, 1905. Car struck sleigh, throwing occupants out, injuring woman.

March 4, 1905. Man walking on track was run into by car.

May 21, 1905. Woman fell when alighting from car.

PROPER ADDRESS OF THE COMPANY.

MANCHESTER STREET RAILWAY,

MANCHESTER, N. H.

• TREASURER'S OFFICE, 53 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, S. Reed Anthony, Boston, Mass.; treasurer, Philip L. Saltonstall, Boston, Mass.; clerk of corporation, Harry E. Parker, Manchester, N. H.; general counsel, Edwin F. Jones, Manchester, N. H.; general manager, J. Brodie Smith, Manchester, N. H.; superintendent, W. E. Maloney, Manchester, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

S. Reed Anthony, P. L. Saltonstall, Boston, Mass.; Walter M. Parker, Harry E. Parker, J. Brodie Smith, Manchester, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

S. REED ANTHONY,
President.

J. BRODIE SMITH,
General Manager.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. September 14, 1905. Then personally appeared the above-named J. Brodie Smith, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

FREDERICK W. SHONTELL,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 6, 1905. Then personally appeared the above-named S. Reed Anthony, president, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHARLES H. BOWEN,
Notary Public.

REPORT

OF THE

NASHUA STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$72,253.12
Operating expenses	55,948.71
Park receipts	205.00
Gross income above operating expenses	\$16,509.41
Charges upon income accrued during the year:	
Interest on funded debt	\$6,000.00
Taxes	2,140.64
Park expenses	373.07
Total charges and deductions from income	8,513.71
Net divisible income	\$7,995.70
Total income from lease of railway	\$500.00
Amount of dividends paid under lease directly to stockholders of the Nashua Street Railway by Boston & Northern Street Railway, successor to lessee	18,000.00
Gross income	\$18,500.00
Salaries and maintenance of organization	500.00
Net divisible income	\$18,000.00
Dividends declared, 6 per cent on capital stock	18,000.00
Surplus for year ending June 30, 1905	nothing
Amount of surplus June 30, 1904	12,625.86
Total surplus June 30, 1905	12,625.86

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$69,464.82
Receipts from tolls for use of tracks by other companies	2,783.20
Miscellaneous receipts	5.10
Gross income from operation	\$72,253.12
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$517.91
General office expenses and supplies	180.19
Legal expenses	44.00
Insurance	4,676.10
Advertising, \$14.60; miscellaneous, \$264.04	278.64
Maintenance of roadway and buildings:	
Repairs of roadbed and track	4,641.94
Repairs of electric line construction	1,049.74
Removal of snow and ice	1,438.74
Repairs of buildings	279.98
Maintenance of equipment:	
Repairs of cars and other vehicles	1,128.20
Repairs of electric equipment of cars	1,566.03
Harnesses, horse-shoeing, and veterinary care	14.65
Transportation expenses:	
Provender	159.33
Cost of electric motive power	12,141.14
Wages and compensation of persons employed in conducting transportation	25,770.16
Damages for injuries to persons and property	71.00
Rentals of buildings and other property	399.96
Other transportation expenses:	
Supplies, \$214.08; miscellaneous, \$900.90; cleaning, oiling, and sanding track, \$476.02	1,591.00
Total operating expenses	\$55,948.71
PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
New electric line construction (additional feeder)	\$832.43
New electric power stations, including machinery	154.55

Signal system	\$14.38
Total additions to property account	\$1,001.36
Deductions from property account, cars	35.00
Net addition to property account for the year	\$966.36

GENERAL BALANCE SHEET.

Assets.

Railway:		
Roadbed and tracks	\$336,654.45	
Electric line construction, including poles, wiring, feeder lines, etc.	41,878.38	
Total cost of railway owned		\$378,532.83
Equipment:		
Cars and other rolling stock and vehicles and electric equipment of same	\$60,194.24	
Horses	100.00	
Other items of equipment	3,113.23	
Total cost of equipment owned		63,407.47
Land and buildings:		
Land and buildings necessary for operation of railway	\$24,566.72	
Electric power stations, including equipment	27,959.92	
Total cost of lands and buildings owned		52,526.64
Other permanent property:		
Park equipment	\$66.54	
Office furniture and fixtures	423.62	
Signal system	1,934.95	
Total cost of other permanent property owned		2,425.11
Total permanent investments		\$496,892.05
Bills and accounts receivable		500.00
Total		\$497,392.05

<i>Liabilities.</i>	
Capital stock, common	\$300,000.00
Funded debt	150,000.00
Current liabilities:	
Loans and bills payable	\$500.00
Boston & Northern Street Rail- way lease account	10,625.26
Boston & Northern Street Rail- way property account	23,640.93
Total current liabilities	34,766.19
Profit and loss balance—surplus	12,625.86
Total	\$497,392.05
CAPITAL STOCK.	
Capital stock authorized by law, common	\$325,000.00
Capital stock authorized by votes of company, common	300,000.00
Capital stock issued and outstanding, common	300,000.00
Number of shares issued and outstanding, com- mon	3,000
Number of stockholders, common	139
Number of stockholders in New Hampshire, com- mon	81
Amount of stock held in New Hampshire, com- mon	\$140,700.00
FUNDED DEBT.	
First mortgage bonds:	
Rate of interest	4 per cent.
Date of maturity	Oct. 1, 1931
Amount outstanding	\$150,000.00
Interest paid by lessee.	
EQUIPMENT OWNED.	
Box passenger cars equipped for horse power	2
Box passenger cars equipped for electric power	11
Total	13

Open passenger cars equipped for horse power	3	
Open passenger cars equipped for electric power	13	
Total		16
Total passenger cars of all kinds		29
Number of all above cars with 4 wheels		24
Number of all above cars with 8 wheels		5
Number of electric cars with fenders		24
Construction, repair, and other work cars		1
Snowplows		4
Carts and snowsleds		4
2 walkaways, 1 line wagon, 1 Concord wagon, 1 tipcart, 1 tower wagon, 1 single sleigh, 1 pung, 1 double sweeper		9
Horses		1
Harnesses, double, 1; single, 1; total		2
Electric motors		32
DESCRIPTION OF RAILWAY.		
Length of railway line owned		14.169 miles
Length of second track . . . . .		.730 "
Length of sidings, switches, etc. . . . .		.621 "
Total length, computed as single track		15.520 miles

Motive power, electric and horse.

System of electric motive power used by the company, General Electric, overhead trolley.

This railway is located in Hudson and Nashua.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.*	Number of tracks at crossing.	
	Railroad.	Railway.
With B. & M. R. R., W. N. & R. Division, Main Street,	2	1
" " " " Temple "	1	1
" " N. & A. " " "	1	1
" " " " Main "	1	1
" " " " Alden "	1	1
" " Keene " Main "	2	1
" " " " Temple "	2	1
" " Southern " Hollis "	6	1
Total	16	8

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....		3		19		22
Employees						
Other persons..				8		8
Total.....		3		27		30

STATEMENT OF EACH ACCIDENT.

Woman tried to board moving car and fell.
 Man fell from moving car.
 Man fell from moving car.

* Number of above crossings at which frogs are inserted in the tracks, 8.

Woman's face burned in car and team collision.
Woman left standing car and fell.
Woman alighted from car and was struck by bicycle.
Man injured in collision of two teams near car.
Woman fell alighting from car.
Man tried to board moving car and fell.
Man left moving car and fell.
Man struck by side of car when boarding.
Man left moving car and fell.
Register fell on man's head.
Register fell on man's head.
Woman fell from standing car.
Woman fell from standing car.
Woman fell in car.
Car ran into tree, man's ear cut.
Woman injured alighting from standing car.
Horse frightened by plow; woman injured.
Horse frightened by plow; woman injured.
Horse frightened by car, struck team, knocking boy to ground.
Team tipped over by ice beside track; boy injured.
Team tipped over by ice beside track; lady injured.
Horse frightened by car, man injured.
Horse frightened near car, man injured.
Three injured in rear-end collision, car and team.
Man alighted from moving car and fell.

PROPER ADDRESS OF THE COMPANY.

NASHUA STREET RAILWAY,

NASHUA, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, John A. Fisher, Nashua, N. H.; vice-president, P. F. Sullivan, Boston, Mass.; treasurer, J. H. Goodspeed, Boston, Mass.; auditor, D. Dana Bartlett, Boston, Mass.; clerk of corporation, Jason E. Tolles, Nashua, N. H.; general counsel, George B. French, Nashua, N. H.; general manager, Robert S. Goff, Boston, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

John A. Fisher, Nashua, N. H.; P. F. Sullivan, Lowell, Mass.; J. H. Goodspeed, Boston, Mass.; George A. Fernald, Winchester, Mass.; Jason E. Tolles, Nashua, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

JOHN A. FISHER,
President.

J. H. GOODSPEED,
Treasurer.

ROBERT S. GOFF,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 13, 1905. Then personally appeared the above-named John A. Fisher, J. H. Goodspeed, and Robert S. Goff, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Justice of the Peace.

REPORT

OF THE

PORTSMOUTH ELECTRIC RAILWAY

[Owned and operated by the Boston & Maine Railroad.]

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$63,863.91
Operating expenses	61,314.82
Surplus for year ending June 30, 1905, included in Boston & Maine Railroad account	\$2,549.09
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$63,130.30
Receipts from carriage of mails	500.29
Receipts from advertising in cars	233.32
Gross income from operation	\$63,863.91
EXPENSES OF OPERATION.	
General expenses:	
Insurance	\$651.28
Miscellaneous	236.51
Maintenance of roadway and buildings:	
Repairs of roadbed and track	3,553.85
Repairs of electric line construction	1,256.75
Removal of snow and ice	880.26
Repairs of buildings, etc.	906.17
Maintenance of equipment:	
Repairs of cars and other vehicles	4,771.95
Repairs of electric equipment of cars	2,508.99
Other expenses	368.07

Transportation expenses:	
Cost of electric motive power	\$19,035.38
Wages and compensation of persons employed in conducting transportation	23,255.22
Damages for injuries to persons and property	1,601.25
Cleaning and lubricating equipment	1,966.70
Stationery, printing, and advertising	322.44
Total operating expenses	\$61,314.82

GENERAL BALANCE SHEET.

Assets.

Railway:	
Roadbed and tracks	\$244,324.00
Electric line construction, including poles, wiring, feeder lines, etc.	62,626.20
Total cost of railway owned	\$306,950.20
Equipment:	
Cars and other rolling stock and vehicles and electric equipment of same	60,122.98
Lands and buildings:	
Land necessary for operation of railway	\$600.00
Electric power stations, including equipment	93,110.35
Other buildings necessary for operation of railway	13,877.72
Total cost of lands and buildings owned	107,588.07
Total cost to June 30, 1905	\$474,661.25

This road was constructed by the Boston & Maine Railroad as an extension of the Portsmouth & Dover branch, and \$387,735.96 of the cost was paid by the proceeds of sale of Boston & Maine Railroad common stock formerly held in the treasury.

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year	1,006,247
Number of passengers carried per mile of railway track operated	55,594
Number of round trips run	61,793
Number of car miles run	370,884
Average number of persons employed	60

EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	10
Open passenger cars equipped for electric power	11
Total passenger cars of all kinds . . .	21
Number of all above cars with 4 wheels . . .	11
Number of all above cars with 8 wheels . . .	10
Number of electric cars equipped with fenders . . .	21
Construction, repair, and other work cars . . .	2
Snowplows	1
DESCRIPTION OF RAILWAY.	
Length of railway owned and operated . . .	18.10 miles
Length of sidings, switches, etc., owned and operated	1.15 "
Total length, computed as single track . . .	19.25 miles *

Motive power, all electric.

System of electric motive power used by the company, direct current, overhead trolley.

This railway is located in Portsmouth, Rye, and North Hampton.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	4	.....	4
Employees.....
Other persons..	2	.....	.....	.....	2
Total	2	.....	4	.....	6

STATEMENT OF EACH ACCIDENT.

September 13, 1904. Portsmouth. A short circuit in controller on car caused a blaze, and two ladies jumped off car, receiving slight injuries.

November 2, 1904. Rye. A man jumped off car before it had stopped and was thrown down, bruising his face.

November 2, 1904. North Hampton. Man fell off car from some unknown cause and sustained a broken rib.

November 16, 1904. Portsmouth. A guy wire fell to street and was driven upon by two ladies. Both were thrown from the carriage and considerably shaken up.

PROPER ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

[Management and operation of Portsmouth Electric Railway directed by officers of the Boston & Maine Railroad.]

President, Lucius Tuttle, Boston, Mass.; first vice-president and general manager, Frank Barr, Boston, Mass.; treasurer, Herbert E. Fisher, Boston, Mass.; fourth vice-president and general auditor, William J. Hobbs, Boston, Mass.; clerk of corporation, William B. Lawrence, Boston, Mass.; superintendent, Winslow T. Perkins, Boston, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass.; Samuel C. Lawrence, Medford, Mass.; Richard Olney, Boston, Mass.; Alvah W. Sulloway, Franklin, N. H.; Joseph H. White, Brookline, Mass.; Walter Hunnewell, Wellesley, Mass.; Lewis Cass Ledyard, New York, N. Y.; Henry M. Whitney, Brookline, Mass.; Henry F. Dimock, New York, N. Y.; William Whiting, Holyoke, Mass.; Charles M. Pratt, New York, N. Y.; Alexander Cochrane, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

LUCIUS TUTTLE,
President.

HERBERT E. FISHER,
Treasurer.

WILLIAM J. HOBBS,
Fourth Vice-President and General Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 11, 1905. Then personally appeared the above-named Lucius Tuttle, president; Herbert E. Fisher, treasurer, and William J. Hobbs, fourth vice-president and general auditor, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. A. RYDER,
Justice of the Peace.

REPORT

OF THE

PORTSMOUTH, DOVER & YORK STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$145,011.45
Operating expenses	89,601.53
Net income from operation	\$55,409.92
Charges upon income accrued during the year:	
Interest on funded debt	\$32,250.00
Interest and discount on unfunded debts and loans	2,738.40
Taxes	1,419.33
Total charges and deductions from income	36,407.73
Surplus for year ending June 30, 1905	\$19,002.19
Amount of surplus June 30, 1904	34,086.05
Total surplus	\$53,088.24
Accidents during construction	6,104.48
Total surplus June 30, 1905	\$46,983.76
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$140,602.34
Receipts from carriage of mails	2,079.62
Receipts from carriage of freight and express	847.73
Receipts from chartered cars	734.73
Receipts from rentals of buildings and other property	396.00

Receipts from advertising in cars	\$400.00
Miscellaneous	31.59
Tolls from Eliot bridge	289.46
Receipts from River route	370.02
Gross income from operation	\$145,011.45

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks	\$3,743.92
General office expenses and supplies	265.53
Insurance	2,595.88
Advertising, telephone tolls and service, mail and express, lights, traveling expenses, etc.	1,706.64
Maintenance of roadway and buildings:	
Repairs of roadbed and track and bridges	3,268.67
Repairs of electric line construction	1,789.93
Removal of snow and ice	1,999.26
Repairs of buildings	138.32
Maintenance of equipment:	
Repairs of cars and other vehicles	4,223.01
Repairs of electric equipment of cars	3,227.27
Miscellaneous shop expense	488.46
Transportation expenses:	
Miscellaneous car service supplies and track oiling	3,172.91
Cost of electric motive power	24,722.33
Wages and compensation of persons employed in conducting transportation	28,060.54
Damages for injuries to persons and property	3,000.00
Rentals of buildings and other property	364.92
Expense of boats and docks	6,833.94
Total operating expenses	\$89,601.53

PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS
DURING THE YEAR.

Construction tracks	\$8,413.37
Electric line construction	1,240.04
Filling trestles, right of way, etc.	6,506.63
Total additions to railway	\$16,160.04

Additional cars (2 in number)	\$5,372.70	
Electrical equipment of same	1,654.67	
Other additional equipment	1,326.94	
Total additions to equipment		\$8,354.31
Construction power stations, including machinery, etc.	\$363.07	
Additional equipment of power stations, storage battery	5,949.82	
Waiting rooms, etc.	4,644.64	
Total additions to land and buildings		10,957.53
Miscellaneous	\$1,123.00	
Docks	418.18	
Boats	840.66	
Real estate investments	250.00	
Total additions to other permanent property		2,631.84
Total additions to property account		\$38,103.72
Miscellaneous equipment sold, 2 dumpcars	\$325.00	
Fire loss of October 9, 1904	13,702.80	
Total deductions from property account		14,027.80
Net addition to property account for year		\$24,075.92

GENERAL BALANCE SHEET.

<i>Assets.</i>		
Railway:		
Organization	\$17,987.52	
Roadbed and tracks	760,350.37	
Electric line construction, including poles, wiring, feeder lines, etc.	152,474.44	
Interest accrued during construction of railway	20,109.04	
Salaries, engineering, and other expenses incident to construction	13,611.60	
Bridges, \$75,260.40; telephone line, \$3,157.86	78,418.26	
Total cost of railway owned		\$1,042,951.23

Equipment:		
Cars and other rolling stock and vehicles	\$65,470.09	
Electric equipment of same	43,392.84	
Boats and docks	58,792.74	
Miscellaneous equipment	3,773.04	
Total cost of equipment owned		\$171,428.71
Land and buildings:		
Fencing	\$9,695.30	
Land necessary for operation of railway	45,100.95	
Electric power stations, including equipment	64,463.81	
Other buildings necessary for operation of railway	46,866.58	
Total cost of lands and buildings owned		166,126.64
Other permanent property:		
Real estate investment	\$3,250.00	
Dover & Eliot Street Railway capital stock	25,000.00	
Dover & Eliot Street Railway funded debt	25,000.00	
Total cost of other permanent property owned		53,250.00
Total permanent investments		\$1,433,756.58
Cash and current assets:		
Cash	\$5,535.50	
Bills and accounts receivable	2,790.14	
Total cash and current assets		8,325.64
Miscellaneous assets:		
Materials and supplies	\$5,433.52	
Prepaid insurance	754.46	
Prepaid tax	281.89	
Total miscellaneous assets		6,469.87
Total		\$1,448,552.09
Liabilities.		
Capital stock, common		\$650,000.00
Funded debt		650,000.00
Second mortgage bonds		60,000.00

Current liabilities:		
Loans and notes payable . . .	\$13,000.00	
Audited vouchers and accounts . .	22,524.49	
	<hr/>	
Total current liabilities		\$35,524.49
Accrued liabilities:		
Interest accrued and not yet due . .	\$154.34	
Rentals accrued and not yet due . .	121.63	
Coupon interest	5,687.50	
Crossing expense	80.37	
	<hr/>	
Total accrued liabilities		6,043.84
Profit and loss balance—surplus . . .		46,983.76
		<hr/>
Total		\$1,448,552.09
CAPITAL STOCK.		
Capital stock authorized by law, common . .		\$650,000.00
Capital stock authorized by votes of company, common		650,000.00
Capital stock issued and outstanding, common . .		650,000.00
Number of shares issued and outstanding, common		6,500
Number of stockholders, common		112
Number of stockholders in New Hampshire, common		14
Amount of stock held in New Hampshire, common		\$59,400.00
FUNDED DEBT.		
Twenty-year gold bond of the Portsmouth, Kittery & York Street Railway:		
Rate of interest	6 per cent.	
Date of maturity	1917	
Amount outstanding	\$200,000.00	
Interest paid during year	12,000.00	
Twenty year gold bond of the Portsmouth Dover & York Street Railway:		
Rate of interest	4½ per cent.	
Date of maturity	1923	
Amount outstanding	\$450,000.00	
Interest paid during year	20,250.00	

Second mortgage and extension bond:	
Authorized by law	\$100,000.00
Rate of interest	5. per cent.
Date of maturity	1925
Amount outstanding	\$60,000.00

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	2,812,046
Number of passengers carried per mile of railway track operated	70,725
Number of car miles run	708,008
Average number of persons employed	137

EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	10
Open passenger cars equipped for electric power	19
Total passenger cars of all kinds	29
Mail cars, electric	1
Construction, repair, and other work cars	9
Snowplows	3
Ferry boat	1
Steamer	1

DESCRIPTION OF RAILWAY.	
Length of railway line owned	36.977 miles
Length of sidings, switches, etc., owned	1.537 "
Total length, computed as single track	38.514 "
Length of railway line held under lease or contract	2.783 "
Length of sidings, switches, etc., held under lease or contract . . . . .	.11 "
Total length, computed as single track, held under lease or contract	2.893 "
Total length computed as single track	41,407 "

Motive power, all electric.

System of electric motive power used by the company, General Electric and Westinghouse.

This railway is located in Kittery, Kittery Point, York, York Harbor, York Beach to St. Aspinquid Park, Eliot, South Berwick, and Dover. Connects with Portsmouth by ferry.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Branch to Portsmouth Navy Yard of the York Harbor and Beach Railroad.....	1	1
With Boston & Maine Railroad, Northern Division, at Great Works, Me	2	1
Total.....	3	2

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	1	.....	1	.....
Employees.....
Other persons.....	1	.....	1	.....
Total.....	2	.....	2	.....

STATEMENT OF EACH ACCIDENT.

Male passenger fell from car and received injuries from which he died.

Intoxicated man asleep on track at night was struck by car and killed.

PROPER ADDRESS OF THE COMPANY.

PORTSMOUTH, DOVER & YORK STREET RAILWAY,

PORTSMOUTH, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, John F. Hill, Augusta, Me.; vice-president and treasurer, E. Burton Hart, Jr., 3 Broad street, New York, N. Y.; auditor, Albert D. Foster, Portsmouth, N. H.; clerk of corporation, Herbert M. Heath, Augusta, Me.; general counsel, Samuel W. Emery, Portsmouth, N. H.; general manager, Willis G. Meloon, Kittery, Me.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

John F. Hill, Augusta, Me.; E. Burton Hart, Jr., 3 Broad street, New York, N. Y.; George E. Macomber, Augusta, Me.; Sumner Wallace, Rochester, N. H.; Herbert M. Heath, Augusta, Me.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

E. BURTON HART, JR.,
Treasurer.

W. G. MELOON,
General Manager.

STATE OF NEW HAMPSHIRE.

YORK, ss. Kittery, Me., October 1, 1905. Then personally appeared the above named E. Burton Hart, Jr., and W. G. Meloon, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HORACE MITCHELL,
Justice of the Peace and Notary Public.

REPORT

OF THE

PORTSMOUTH & EXETER STREET RAILWAY COMPANY

[Leased to and operated by Exeter, Hampton & Amesbury
Street Railway Company.]

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$18,496.01
Operating expenses	19,630.55
Gross loss above operating expenses	\$1,134.54
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans	\$23.95
Rentals of leased railways	17,890.00
Total charges and deductions from income	17,913.95
Deficit for year ending June 30, 1905	\$19,048.49
Amount of deficit June 30, 1904	46,628.92
Total deficit	\$65,677.41
Rebate power, 1903	4,263.55
Total deficit June 30, 1905	\$61,413.86
Total income from lease of railway	\$17,890.00
Interest on funded debt	7,250.00
Surplus for year ending June 30, 1905	\$10,640.00
Amount of surplus June 30, 1904	23,850.00
Total surplus June 30, 1905	\$34,490.00

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$18,439.36
Receipts from advertising in cars	56.65
Gross income from operation	\$18,496.01
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$873.93
General office expenses and supplies	236.52
Legal expenses	41.32
Insurance	398.91
Miscellaneous	170.25
Advertising	322.42
Maintenance of roadway and buildings:	
Repairs of roadbed and track	1,053.47
Repairs of electric line construction	575.72
Removal of snow and ice	444.26
Repairs of buildings	92.01
Maintenance of equipment:	
Repairs of cars and other vehicles and electric equipment of cars	1,983.57
Transportation expenses:	
Cost of electric motive power	5,746.29
Wages and compensation of persons employed in conducting transportation	5,814.02
Damages for injuries to persons and property	911.68
Rentals of buildings and other property	34.63
Car service, supplies and expenses	575.37
Cleaning and sanding track	356.18
Total operating expenses	\$19,630.55
PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Extension of railway and tracks	\$75.00
Additional land, machinery, and equipment of power stations	967.40
Engineering and superintendence	55.60
Net addition to property account for year . .	\$1,098.00

GENERAL BALANCE SHEET.

<i>Assets.</i>		
Railway:		
Roadbed and tracks	\$124,289.04	
Electric line construction, including poles, wiring, feeder lines, etc.	96,842.52	
Interest accrued during construction of railway	451.38	
Salaries, engineering, and other expenses incident to construction	14,239.28	
Total cost of railway owned		\$235,822.22
Equipment:		
Cars and other rolling stock and vehicles	\$17,521.00	
Electric equipment of same	9,600.00	
Other items of equipment	2,014.00	
Total cost of equipment owned		29,135.00
Land necessary for operation of railway, electric power stations, including equipment, and other buildings necessary for operation of railway		66,711.93
Other permanent property:		
Office furniture and fixtures	\$91.86	
Shop tools	4.70	
Total cost of other permanent property owned		96.56
Total permanent investments		\$331,765.71
Bills and accounts receivable		48,990.00
Total		\$380,755.71
<i>Liabilities.</i>		
Capital stock, common		\$185,000.00
Funded debt		145,000.00
Current liabilities:		
Loans and bills payable	\$1,765.71	
Matured interest coupons unpaid (including coupons due July 1)	14,500.00	
Total current liabilities		16,265.71
Profit and loss balance—surplus		34,490.00
Total		\$380,755.71

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$185,000.00
Capital stock authorized by votes of company, common . . .	185,000.00
Capital stock issued and outstanding, common . . .	185,000.00
Number of shares issued and outstanding, common . . .	1,850
Number of stockholders, common . . .	6
Number of stockholders in New Hampshire, common . . .	2
Amount of stock held in New Hampshire, common . . .	\$184,600.00
FUNDED DEBT.	
First mortgage gold bonds:	
Rate of interest	5 per cent.
Date of maturity	July 1, 1921
Amount outstanding	\$145,000.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year . . .	386,539
Number of passengers carried per mile of railway track operated	32,265
Number of round trips run	5,259
Number of car miles run	125,900
Average number of persons employed	16
EQUIPMENT OWNED.	
Box passenger cars equipped for electric power . . .	4
Open passenger cars equipped for electric power . . .	4
Total passenger cars of all kinds	8
Number of all above cars with 8 wheels	8
Number of electric cars equipped with fenders . . .	8
Snowplows	1
Electric motors	16
DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated . . .	11.980 miles
Length of sidings, switches, etc., owned and operated . . . . .	.256 "
Total length, computed as single track	12.236 miles

Motive power, all electric.

System of electric motive power used by the company, Westinghouse and General Electric.

This railway is located in Portsmouth, Greenland, Stratham, and Exeter.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
With Boston & Maine Railroad, Portsmouth Avenue, Greenland	1	.....
Total number of Tracks at crossings	1	.....

Number of above crossings at which frogs are inserted in the tracks, 1.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	1	.....	.....	.....	1
Employees	1	.....	.....	.....	1
Other persons	3	.....	3
Total	2	.....	3	.....	5

STATEMENT OF EACH ACCIDENT.

June 28, 1904. Horses attached to mowing machine backed into car; driver's fingers slightly injured.

July 12, 1904. Collision of car and team; two men thrown from team; one somewhat scratched and shaken up.

December 28, 1904. Car derailed; motorman bruised; one passenger cut on neck.

PROPER ADDRESS OF THE COMPANY.

PORTSMOUTH & EXETER STREET RAILWAY COMPANY,
HAMPTON, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, D. A. Belden, 50 Merrimack street, Haverhill, Mass.; vice-president, F. P. Royce, 84 State street, Boston, Mass.; treasurer and auditor, Samuel P. Russell, 50 Merrimack street, Haverhill, Mass.; clerk of corporation and general counsel, Samuel W. Emery, Portsmouth, N. H.; general manager, Franklin Woodman, 50 Merrimack street, Haverhill, Mass.; superintendent, Clarence P. Hayden, Hampton, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

D. A. Belden, Haverhill, Mass.; R. H. Johnson, Braintree, Mass.; F. P. Royce, Dedham, Mass.; S. W. Emery, Portsmouth, N. H.; F. W. Stearns, Newton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

DAVID A. BELDEN,
President.

SAMUEL P. RUSSELL,
Treasurer.

FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. September 13, 1905. Then personally appeared the above-named David A. Belden, Samuel P. Russell, and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDMUND B. FULLER,
Justice of the Peace.

REPORT

OF THE

SEABROOK & HAMPTON BEACH STREET RAILWAY COMPANY

[Leased to and operated by Exeter, Hampton & Amesbury Street
Railway Company.]

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$15,145.70
Operating expenses	8,791.68
Net income from operation	\$6,354.02
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans	\$34.13
Railway rentals	5,920.00
Bridge rentals	3,000.00
Total charges and deductions from income	8,954.13
Deficit for year ending June 30, 1905	\$2,500.11
Amount of deficit June 30, 1904	10,258.35
Total deficit	\$12,858.46
Deductions during the year:	
Rebate bridge rental, 1901	\$395.16
Rebate power, 1903	1,037.45
Total deductions	1,432.61
Total deficit June 30, 1905	\$11,425.85

Total income from lease of railway	\$5,920.00
Interest on funded debt	2,250.00
Surplus for year ending June 30, 1905	\$3,670.00
Amount of surplus June 30, 1904	7,950.00
Total surplus June 30, 1905	\$11,620.00
Not operated from December 1, 1904, to March 1, 1905.	
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$15,122.50
Receipts from advertising in cars	21.40
Sale of old material	1.80
Gross income from operation	\$15,145.70
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$329.39
General office expenses and supplies	97.91
Legal expenses	8.73
Insurance	144.38
Advertising	189.59
Miscellaneous	75.32
Maintenance of roadway and buildings:	
Repairs of roadbed and track	544.09
Repairs of electric line construction	230.95
Removal of snow and ice	38.83
Repairs of buildings	45.11
Maintenance of equipment:	
Repairs of cars and other vehicles and electric equipment of cars	770.04
Transportation expenses:	
Cost of electric motive power	2,557.92
Wages and compensation of persons employed in conducting transportation	2,665.42
Damages for injuries to persons and property	731.47
Rentals of buildings and other property	13.11
Car service, supplies and expenses	190.91
Cleaning and sanding track	158.51
Total operating expenses	\$8,791.68

**PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS
DURING THE YEAR.**

Extension of railway and tracks	\$47.05
New electric line construction	7.50
Net addition to property account for the year	<u>\$54.55</u>

GENERAL BALANCE SHEET.*Assets.*

Railway:		
Roadbed and tracks	\$84,564.77	
Electric line construction, including poles, wiring, feeder lines, etc.	22,844.85	
Salaries, engineering, and other expenses incident to construction	3,970.80	
Total cost of railway owned		\$111,380.42
Land necessary for operation of railway, electric power stations, including equipment, and other buildings necessary for operation of railway		150.00
Total permanent investments		<u>\$111,530.42</u>
Bills and accounts receivable		16,134.58
Total		<u><u>\$127,665.00</u></u>

Liabilities.

Capital stock, common	\$65,000.00
Funded debt	45,000.00
Current liabilities:	
Loans and bills payable	\$1,545.00
Matured interest coupons unpaid (including coupons due July 1)	4,500.00
Total current liabilities	6,045.00
Profit and loss balance—surplus	11,620.00
Total	<u>\$127,665.00</u>

CAPITAL STOCK.	
Capital stock authorized by law, common	\$65,000.00
Capital stock authorized by votes of company, common	65,000.00
Capital stock issued and outstanding, common	65,000.00
Number of shares issued and outstanding, common	650
Number of stockholders, common	6
Number of stockholders in New Hampshire, common	2
Amount of stock held in New Hampshire, common	\$64,600.00

FUNDED DEBT.	
First mortgage, gold bonds:	
Rate of interest	5 per cent.
Date of maturity	July 1, 1921
Amount outstanding	\$45,000.00

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	329,582
Number of passengers carried per mile of railway track operated	59,566
Number of round trips run	5,568
Number of car miles run	61,100
Average number of persons employed	9

DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated	5.533 miles
Length of sidings, switches, etc., owned and operated . . . . .	.271 "
Total length, computed as single track	5.804 miles

Motive power, all electric.

System of electric motive power used by the company, Westinghouse and General Electric.

This railway is located in Smithtown, Seabrook, and Hampton Beach.

 PROPER ADDRESS OF THE COMPANY.

SEABROOK & HAMPTON BEACH STREET RAILWAY
COMPANY.

HAMPTON, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, D. A. Belden, 50 Merrimack street, Haverhill, Mass.; vice-president, F. P. Royce, 84 State street, Boston, Mass.; treasurer and auditor, Samuel P. Russell, 50 Merrimack street, Haverhill, Mass.; clerk of corporation and general counsel, Samuel W. Emery, Portsmouth, N. H.; general manager, Franklin Woodman, 50 Merrimack street, Haverhill, Mass.; superintendent, Clarence P. Hayden, Hampton, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

D. A. Belden, Haverhill, Mass.; F. P. Royce, Dedham, Mass.; R. H. Johnson, Braintree, Mass.; S. W. Emery, Portsmouth, N. H.; F. W. Stearns, Newton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

DAVID A. BELDEN,
President.

SAMUEL P. RUSSELL,
Treasurer.

FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. September 13, 1905. Then personally appeared the above-named David A. Belden, Samuel P. Russell, Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDMUND B. FULLER,
Justice of the Peace.

REPORT

OF THE

SPRINGFIELD ELECTRIC RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Roadbed and tracks	\$12,000.00
Received on account of rental of Springfield Electric Railroad Company of Springfield, Vt.	1.00
Total	<u>\$12,001.00</u>
<i>Liabilities.</i>	
Capital stock, common	\$12,000.00
Paid Frank W. Hamlin, treasurer, account expenses, postage, etc.	\$1.00
	<u>\$12,001.00</u>
VOLUME OF TRAFFIC, ETC.	
See Report of Springfield Electric Railway Company of Springfield, Vt.	

PROPER ADDRESS OF THE COMPANY.

SPRINGFIELD ELECTRIC RAILWAY COMPANY,
CHARLESTOWN, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Nathaniel G. Brooks, Charlestown, N. H.; vice-president, Edward C. Crosby, Brattleboro, Vt.; treasurer, Frank W. Hamlin, Charlestown, N. H.; auditors, A. J. Crosby, E. C. Crosby, and N. G. Brooks, Charlestown, N. H.; clerk of corporation, Frank W. Hamlin, Charlestown, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Nathaniel G. Brooks, Frank W. Hamlin, James A. Hunt, Charlestown, N. H.; Marcus A. Coolidge, Fitchburg, Mass.; Edward C. Crosby, Brattleboro, Vt.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

NATHANIEL G. BROOKS,
President.

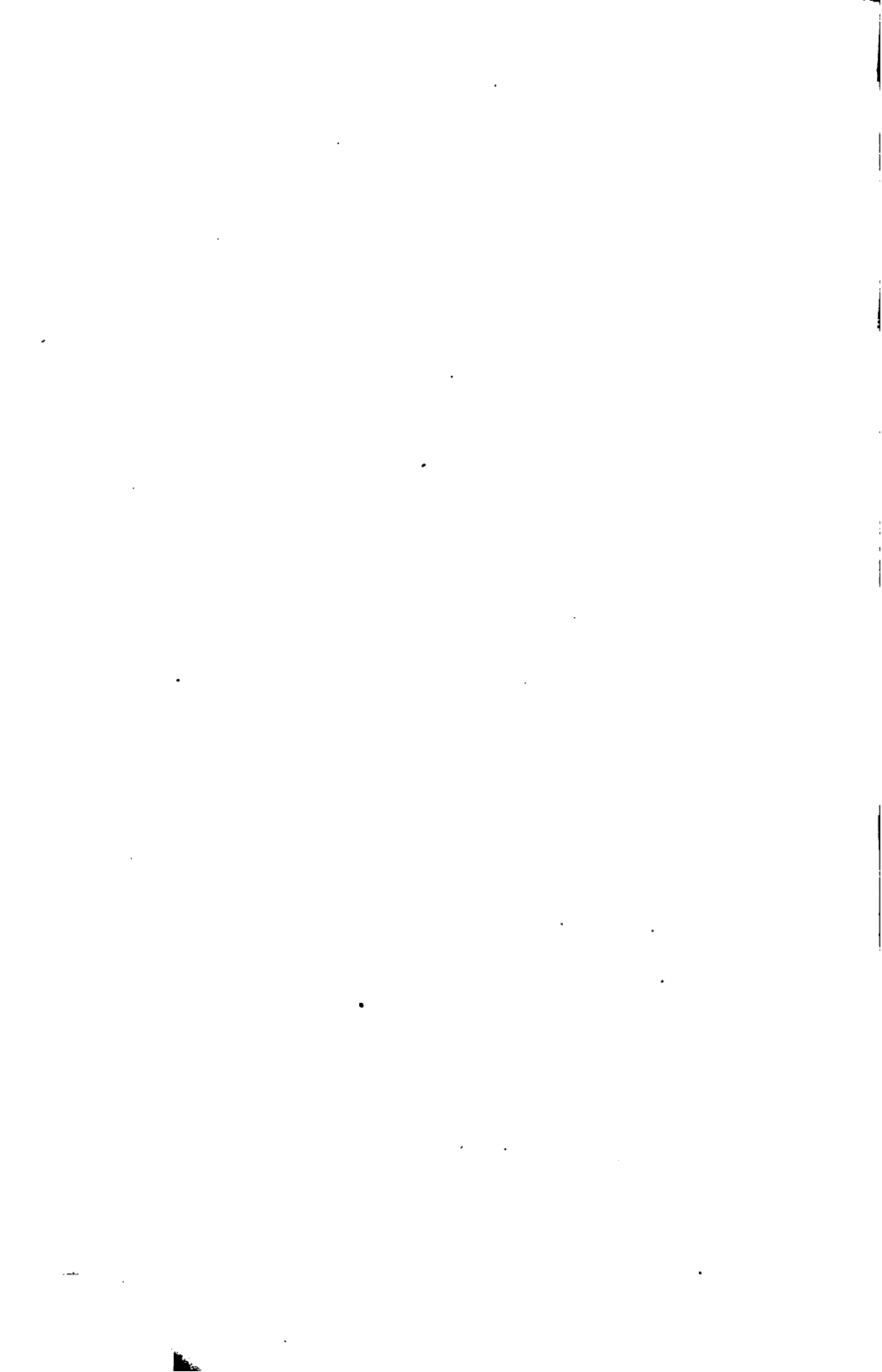
FRANK W. HAMLIN,
Treasurer.

STATE OF NEW HAMPSHIRE.

SULLIVAN, ss. July 12, 1905. Then personally appeared the above-named Nathaniel G. Brooks, president, Frank W. Hamlin, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED H. PERRY,
Justice of the Peace.



PART IV.

TRACTION COMPANIES.

REPORT

OF THE

CLAREMONT RAILWAY & LIGHTING COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$13,903.23
Operating expenses	9,209.71
Gross income above operating expenses	\$4,693.52
Taxes	1,373.40
Total surplus June 30, 1905	\$3,320.12
EARNINGS FROM OPERATION.	
Commercial lights	\$8,990.71
Municipal lights	3,851.61
Sale of power	1,060.91
Total gross earnings	\$13,903.23
EXPENSES OF OPERATION.	
Repairs outside of construction	\$161.94
Repairs of generating plant	3.13
Expense of generating plant (including supplies and wages)	5,762.82
Wages outside, maintenance of lights	876.30
Salaries of officers and clerks	1,729.10
Insurance	177.50
Office expenses	357.88
Material furnished	141.04
Total operating expenses	\$9,209.71

PROPER ADDRESS OF THE COMPANY.

CLAREMONT RAILWAY & LIGHTING COMPANY,
CLAREMONT, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

See Railroad report.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

See Railroad report.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

HIRA R. BECKWITH,
President.

LOUIS N. WHEELOCK,
Treasurer and General Manager.

STATE OF NEW HAMPSHIRE.

SULLIVAN, ss. September 7, 1905. Then personally appeared the above-named Hira R. Beckwith and Louis N. Wheelock, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

J. T. EMERSON,
Justice of the Peace.

REPORT

OF THE

MANCHESTER TRACTION, LIGHT & POWER COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$309,335.21
Operating expenses	91,988.50
Net earnings from operation	\$217,346.71
Dividends received on stocks owned:	
Manchester Street Railway	49,170.00
Gross income above operating expenses	\$266,516.71
Charges upon income accrued during the year:	
Interest on funded debt	\$85,931.79
Interest and discount on unfunded debts and loans	2,951.55
Taxes	7,800.00
Total charges and deductions from income	96,683.34
Net divisible income	\$169,833.37
Dividends paid during the year:	
6 per cent on \$2,050,000, common stock	123,000.00
Surplus for year ending June 30, 1905	\$46,833.37
Amount of surplus June 30, 1904	18,352.07
Premium on bonds sold	2,558.20
Total surplus June 30, 1905	\$67,743.64

Debits and profit and loss during the year:		
Adjustment supply account	\$13,665.16	
Adjustment tax account	5,000.00	
Bad accounts charged off	1,119.26	
Depreciation charged off	20,000.00	
Net amount debited to profit and loss		\$39,784.42
Total surplus June 30, 1905		\$27,959.22
EARNINGS FROM OPERATION.		
Commercial lights		\$135,888.56
Municipal lights		48,216.40
Sale of power		108,227.91
Rents		17,002.34
Total gross earnings		\$309,335.21
EXPENSES OF OPERATION.		
Repairs outside of construction		\$11,569.97
Repairs of buildings		1,535.62
Repairs of generating plant		8,035.78
Expense of generating plant (including supplies and wages)		38,435.99
Wages outside		3,182.00
Maintenance of lights		3,640.46
Stable expense		2,527.64
Salaries of officers and clerks		6,200.06
Insurance		3,500.00
Other general expenses		12,092.87
Freight and cartage		687.27
Accidents and legal expense		580.84
Total operating expenses		\$91,988.50
PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.		
Plant		\$157,761.99
2,500 shares of Manchester Street Railway Co.		250,000.00
\$4,000 Manchester Electric Light Company bonds		4,349.44
Total additions to property and investment account		\$412,111.43

Sold \$4,000 Manchester Electric Light Company bonds	\$4,550.00	
Charged surplus and credited plant for depreciation	20,000.00	
Total deductions from property and investment account		\$24,550.00
Net additions to property and investment for year		\$387,561.43

GENERAL BALANCE SHEET.

Assets.

Plant		\$2,517,012.73
9,445 shares of Manchester Street Railway Co.		1,424,250.00
Stock of other corporations:		
1,000 shares of the Ben Franklin Electric Co.	\$2,500.00	
\$5,000 Manchester Electric Light Co.'s 5's bonds	4,871.12	
Total stock of other corporations		7,371.12
Total property and investment account		\$3,948,633.85
Cash and current assets:		
Cash	\$63,397.85	
Bills and accounts receivable	35,858.95	
Sinking and other special funds	23,580.72	
Notes receivable	50,000.00	
Total cash and current assets		172,837.52
Materials and supplies		38,097.67
Total		\$4,159,569.04

Liabilities.

Capital stock, common		\$2,050,000.00
Funded debt		1,974,000.00
Current liabilities:		
Loans and bills payable	\$75,112.50	
Dividends uncalled for	90.00	
Total current liabilities		75,202.50

Accrued liabilities:		
Interest accrued and not yet due	\$24,675.00	
Taxes accrued and not yet due .	7,732.32	
Total accrued liabilities		\$32,407.32
Profit and loss balance—surplus		27,959.22
Total		\$4,159,569.04
CAPITAL STOCK.		
Capital stock authorized by law, common		\$2,050,000.00
Capital stock authorized by votes of company, common		2,050,000.00
Capital stock issued and outstanding, common		2,050,000.00
Number of shares issued and outstanding, common		20,500
Number of stockholders, common		422
Number of stockholders in New Hampshire, common		141
Amount of stock held in New Hampshire, common		\$425,600.00
FUNDED DEBT.		
Manchester Traction Light & Power Co., consolidated first mortgage:		
Rate of interest		5 per cent.
Date of maturity		Apr. 1, 1921
Amount outstanding		\$1,724,000.00
Interest paid during year		73,431.79
Manchester Electric Light Co., consolidated first mortgage:		
Rate of interest		5 per cent.
Date of maturity		Oct. 1, 1917
Amount outstanding		\$250,000.00
Interest paid during year		12,500.00
SPECIAL FUNDS.		
Amount June 30, 1904, of Manchester Electric Light Co. sinking fund		\$19,576.13
Additions during year to Manchester Electric Light Co. sinking fund		4,004.59
Total special funds, June 30, 1905		\$23,580.72

**DESCRIPTION OF RAILROADS AND BRANCHES OPERATED BY
THIS COMPANY.**

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Termini of Main or Branch Line.	Length com- puted as single track.	
			Total.	In New Hampshire.
Manchester Street Railway..	B.	Manchester to Goffstown..	37.236	37.236
“ “ “	“	Manchester to Goff's Falls.		
“ “ “	M.	City Lines in Manchester and West Manchester ...		
Total.....			37.236	37.236

PROPER ADDRESS OF THE COMPANY.

MANCHESTER TRACTION, LIGHT & POWER COMPANY,

MANCHESTER, N. H.

TREASURER'S OFFICE, 53 STATE ST., BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, William A. Tucker, Boston, Mass.; treasurer, S. Reed Anthony, Boston, Mass.; clerk of corporation, Harry E. Parker, Manchester, N. H.; general manager, J. Brodie Smith, Manchester, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

William A. Tucker, S. Reed Anthony, George H. Hood, Stillman F. Kelley, Robert H. Hallowell, Boston, Mass.; J. Brodie Smith, Charles M. Floyd, Walter M. Parker, Roger G. Sullivan, Harry E. Parker, Manchester, N. H.; Billings P. Learned, New London, Conn.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

WILLIAM A. TUCKER,
President.

S. REED ANTHONY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 7, 1905. Then personally appeared the above-named William A. Tucker, president, and S. Reed Anthony, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. BOWEN,
Notary Public.

REPORT

OF THE

NEW HAMPSHIRE TRACTION COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.	
Expense	\$1,265.51
Salaries	4,393.11
Legal expense	5,620.18
Directors and executive committee fees	515.14
Total expense	\$11,793.94
Charges upon income accrued during the year:	
Interest on funded debt	\$298,125.00
Interest and discount on unfunded debts and loans	61,267.36
Total charges and deductions from income	359,392.36
Deficit for year ending June 30, 1905	\$371,186.30
Amount of deficit June 30, 1904	722,490.23
Total deficit, June 30, 1905	\$1,093,676.53
PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Shares of Exeter, Hampton & Amesbury Street Railway Company	\$85,000.00
Shares of Seabrook & Hampton Beach Street Railway Company	10,000.00
Shares of Dover, Somersworth & Rochester Street Railway Company	75,000.00
Shares of Haverhill, Plaistow & Newton Street Railway Company	65,000.00

Shares of Portsmouth & Exeter Street Railway Company	\$20,000.00
Shares of Hudson, Pelham & Salem Electric Railway Company	100,000.00
Shares of Rockingham County Light & Power Company	250,000.00
Total additions to property and investment account	\$605,000.00

GENERAL BALANCE SHEET.

Assets.

Investment account:

Shares of Exeter, Hampton & Amesbury Street Railway Co.	\$359,500.00	
Shares of Seabrook & Hampton Beach Street Railway Co.	64,500.00	
Shares of Dover, Somersworth & Rochester Street Railway Co.	374,500.00	
Shares of Haverhill & Plaistow Street Railway Co.	29,500.00	
Shares of Haverhill, Plaistow & Newton Street Railway Co.	224,500.00	
Shares of Portsmouth & Exeter Street Railway Co.	184,500.00	
Shares of Lawrence and Methuen Street Railway Co.	149,500.00	
Shares of Haverhill & Southern New Hampshire Street Railway Co.	79,500.00	
Shares of Lowell & Pelham Street Railway Co.	39,400.00	
Shares of Amesbury & Hampton Street Railway Co.	99,500.00	
Shares of Hudson, Pelham & Salem Electric Co.	474,500.00	
Total street railway stock owned		\$2,079,400.00

Stock of other corporations:

Shares of Rockingham County Light & Power Company	\$999,300.00	
Shares of Granite State Land Co.	249,500.00	
Shares of Canobie Lake Co.	249,500.00	
Total stock of other corporations		1,498,300.00
Total property and investment account		\$3,584,900.00

Cash and current assets:		
Cash	\$154.91	
Bills and accounts receivable	1,324,834.75	
Total cash and current assets		\$1,324,989.66
Miscellaneous assets:		
Bonds of constituent companies	\$2,075,000.00	
Plant and general investment account	1,968,061.75	
Total miscellaneous assets		4,043,061.75
Profit and loss balance—deficit		1,093,676.53
Total		<u>\$10,046,627.94</u>
<i>Liabilities.</i>		
Capital stock, common		\$1,000,000.00
Funded debt		6,625,000.00
Current liabilities:		
Loans and bills payable	\$1,304,643.25	
Matured interest coupons unpaid (including coupons due July 1)	63,990.00	
Matured interest coupons funded into certificates of indebtedness	532,260.00	
Total current liabilities		9,525,893.25
Interest accrued		145,046.36
Profit and loss, special		375,688.33
Total		<u>\$10,046,627.94</u>
CAPITAL STOCK.		
Capital stock authorized by law, common		\$1,000,000.00
Capital stock authorized by votes of company, common		1,000,000.00
Capital stock issued and outstanding, common		1,000,000.00
Number of shares issued and outstanding, com- mon		10,000
Number of stockholders, common		38
Number of stockholders in New Hampshire, com- mon		2
Amount of stock held in New Hampshire, com- mon		\$200.00

FUNDED DEBT.	
First mortgage:	
Rate of interest	4½ per cent.
Date of maturity	July 1, 1942
Amount outstanding	\$6,625,000.00
Interest paid during year	270,765.00*

PROPER NAME AND ADDRESS OF THE COMPANY.

NEW HAMPSHIRE TRACTION COMPANY,

HAMPTON, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, David A. Belden, 50 Merrimack street, Haverhill, Mass.; vice-president, Frederick P. Royce, 84 State street, Boston, Mass.; assistant treasurer and auditor, Samuel P. Russell, 50 Merrimack street, Haverhill, Mass.; clerk of corporation, Samuel W. Emery, Portsmouth, N. H.; general manager, Franklin Woodman, 50 Merrimack street, Haverhill, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

D. A. Belden, Haverhill, Mass.; J. S. Bartlett, Lynn, Mass.; John Dearborn, Boston, Mass.; F. P. Royce, Dedham, Mass.; C. P. Hayden, Hampton, N. H.; C. H. Tenney, Hartford, Conn.; P. F. Thompson, Orange, N. J.; A. S. Webb, Jr., New York, N. Y.; J. S. Whitaker, Portsmouth, N. H.; W. W. Woodman, Brookline, Mass.; R. H. Johnson, Braintree, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

DAVID A. BELDEN,
President.

SAMUEL P. RUSSELL,
Assistant Treasurer.

FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. September 13, 1905. Then personally appeared the above-named David A. Belden, Samuel P. Russell, and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

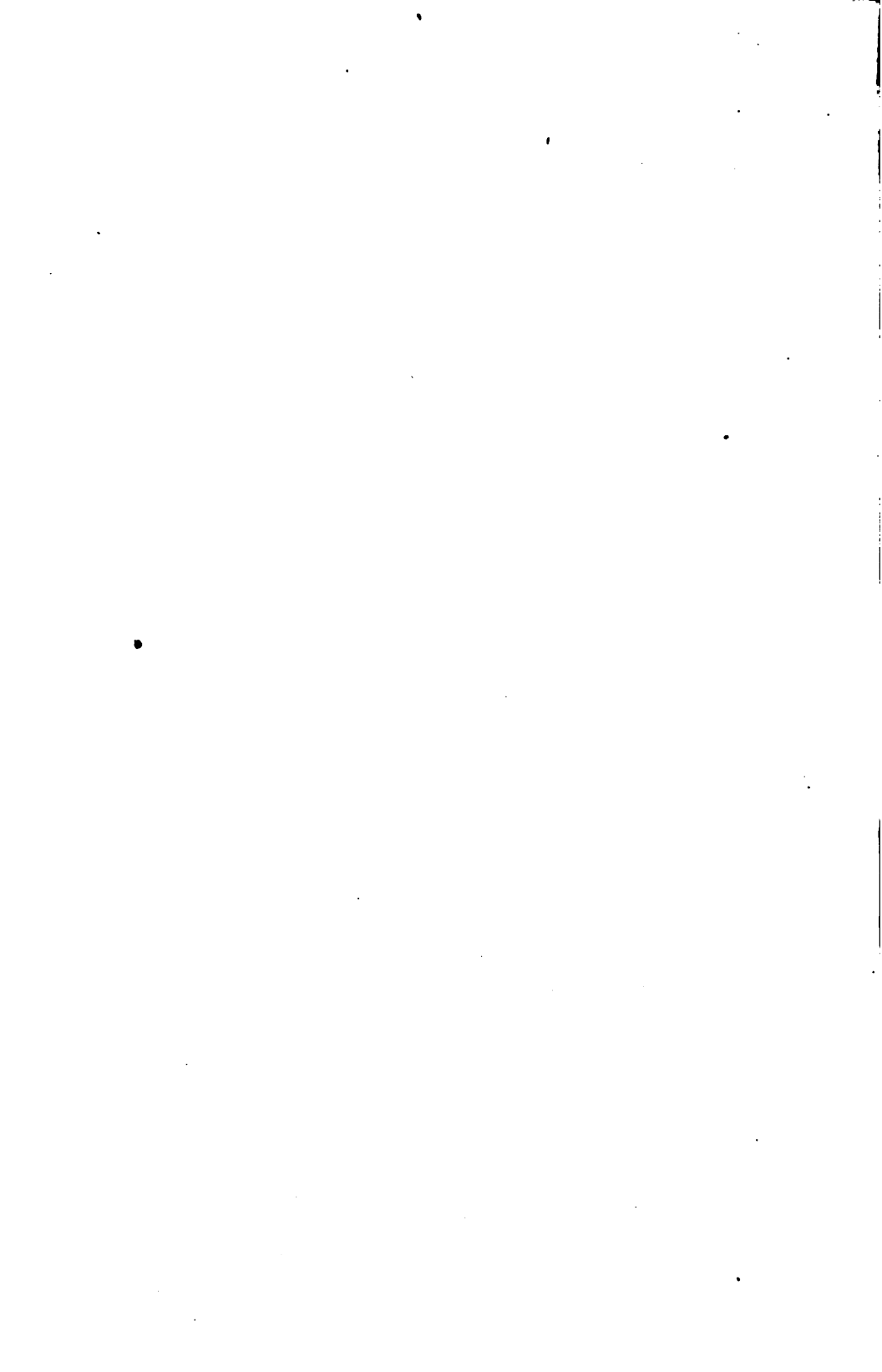
Before me,

EDMUND B. FULLER,
Justice of the Peace.

*\$270,765 funded into Certificates of Indebtedness.

PART V.

PETITIONS, ORDERS, AND FINDINGS.



PETITIONS, ORDERS, AND FINDINGS.

CLAREMONT RAILWAY AND LIGHTING COMPANY STOCK.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

Respectfully represents the directors of the Claremont Railway and Lighting Company, a corporation duly incorporated by act of the New Hampshire legislature, approved March 22, 1901; that it is duly authorized by its charter to issue one hundred thousand dollars of the capital stock of said company, and one hundred thousand dollars of its coupon mortgage bonds.

That by decree of your board, June 23, 1902, said company was authorized to issue its capital stock to the amount of one hundred thousand dollars, and its coupon mortgage bonds to the amount of twenty-five thousand dollars, and by further decree, January 8, 1903, said company was further authorized to issue its coupon mortgage bonds to the amount of fifty thousand dollars. All of said issues, both stock and bonds, being subject to the provisions of law, and for the purposes specified in said decree; and that ninety-five thousand three hundred dollars of said stock, representing nine hundred and fifty-three shares, and seventy-five thousand dollars of the bonds of said company have been issued.

That the proceeds of the entire amount of stock and bonds authorized by its charter will not be sufficient to defray the cost incurred in constructing and equipping the consolidated railway and lighting properties of said corporation, as appears by the engineers' estimates filed herewith.

That at a special meeting of the stockholders of said corporation, duly and legally called for that purpose, and held at Claremont, New Hampshire, on the thirty-first day of October, 1904, it was voted by votes of a majority of the stockholders there present to increase the capital stock of said corporation beyond the amount fixed and limited by its charter by the sum of ninety thousand dollars; that is to say, by nine hundred shares in excess of the amount fixed and limited by its charter, making a total capitalization when authorized of one hundred

and ninety thousand dollars, subject to the approval of your board, for the purpose of paying its floating debts incurred in the construction and equipment of its railway and lighting properties. And that at said meeting it was voted in like manner to authorize the directors of said corporation to petition the board of railroad commissioners for authority to issue said increase of capital stock to the amount of ninety thousand dollars, and to do such other things as might be necessary to carry into effect the intent of said votes.

Wherefore, your petitioners pray, that you approve said increase of capital stock, and authorize the issue thereof, for the lawful and necessary purposes above stated.

HIRA R. BECKWITH,
J. F. EMERSON,
I. F. CHANDLER,
F. H. FOSTER,
L. N. WHEELOCK,

Directors Claremont Railway and Lighting Company.

By Attorney,

FRANK H. BROWN.

CLAREMONT, N. H., October 31, 1904.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 13, 1904.

Upon due notice a hearing was had this day, at the office of H. M. Putney, in Manchester, upon the petition of the Claremont Railway and Lighting Company, praying for the approval of the board of the issue by said company of ninety thousand dollars (\$90,000) of stock in addition to the amounts already authorized and issued, for the payment of its floating indebtedness, and other legal purposes of the corporation, as voted by the stockholders and directors, at which hearing it was shown that the amounts specified are reasonably requisite for the legal purposes set forth in the petition.

Therefore, it is deemed and voted that the board of railroad commissioners approve the issue of ninety thousand dollars (\$90,000) of capital stock by the Claremont Railway and Lighting Company, in addition to the amounts of stock and bonds already issued by said company, said issue of stock to be subject to the provisions of law under which the same are issued, upon condition that the proceeds of said sale of stock shall be applied to the payment of the floating indebtedness of said

company incurred in the construction and equipment of the extensions of its electric railway and lighting properties, according to the statements, plans, descriptions, and estimates filed by the petitioners with this board, and that said company open and keep accounts under appropriate headings, which will, at all times, show exactly and clearly what amounts have been expended and for what purpose.

It is further ordered that the ninety thousand dollars (\$90,000) increase of stock herein approved shall be first offered proportionately to the stockholders of said corporation in the manner provided by the act of legislature of 1901, at the market value thereof, which value this board hereby determines to be one hundred dollars a share. And all shares unsubscribed for at the expiration of statutory notice shall be sold at auction for a sum not less than par, in the city of Boston, notice of such sale by publication, as specified in said act, having first been given in the following newspapers, viz., *Boston Daily Advertiser* and the *Boston Herald*, published in Boston, and the *National Eagle*, published in Claremont, N. H.

HENRY M. PUTNEY,
A. G. WHITTEMORE,
Railroad Commissioners.

MANCHESTER STREET RAILWAY CAPITAL STOCK.

MANCHESTER, N. H.

To the Honorable Board of Railroad Commissioners:

Respectfully represents the Manchester Street Railway, a corporation duly established by law, and doing business at Manchester, in the county of Hillsborough, by its directors subscribed; that by the terms of its charter it was authorized to issue three hundred and fifty thousand dollars (\$350,000) of stock, the full amount of which has been paid into its treasury in cash; that by previous orders of your board said corporation was authorized to issue three hundred and ninety-four thousand two hundred and fifty dollars (\$394,250) of capital stock beyond the amount fixed and limited by said charter, all of which has been paid into its treasury in cash; that its capital stock is now legally established at seven hundred and forty-four thousand two hundred and fifty dollars (\$744,250), represented by six thousand nine hundred and forty-five (6,945) shares of the par value of one hundred dollars (\$100) each;

that recently, and since its capital stock was fixed at seven hundred and forty-four thousand two hundred and fifty dollars (\$744,250) it has caused to be retired and cancelled two hundred and fifty thousand dollars (\$250,000) of its first mortgage bonds, and has issued in lieu thereof two hundred and fifty thousand dollars (\$250,000) demand notes, which notes are now held by the Manchester Traction Light & Power Company, said Traction Company having issued two hundred and fifty thousand dollars (\$250,000) of its first mortgage bonds, to retire the bonds of said street railway, all as heretofore authorized by your board.

That at a meeting of the stockholders, legally called for that purpose, and held at 46 Hanover street, Manchester, N. H., on February 2, 1905, it was voted unanimously to increase its capital stock to the extent of two hundred and fifty thousand dollars (\$250,000) beyond the amount as now fixed and established, as aforesaid, and for the purpose of retiring the notes aforesaid, subject to the approval of your honorable board.

Wherefore, your petitioner prays that after notice and hearing, it may be authorized by an act of your board to increase its capital stock to the extent of two hundred and fifty thousand dollars (\$250,000) beyond the amount now fixed and established for the purpose aforesaid.

S. REED ANTHONY,
PHILIP L. SALTONSTALL,
J. BRODIE SMITH,
H. E. PARKER,

Directors.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 18, 1905.

In the matter of the petition of the Manchester Street Railway, asking the approval of the board of an issue of two hundred and fifty thousand dollars (\$250,000) of capital stock by said corporation for the purpose of paying its coupon notes of that amount now held by the Manchester Traction, Light & Power Company the following facts were established by an investigation, at Manchester, March 18, 1905, of which due notice was given:

The capital stock of said Manchester Street Railway already authorized and issued is seven hundred and forty-four thousand two hundred and fifty dollars (\$744,250) represented by

sixty-nine hundred and forty-five (6,945) shares, all owned by said Traction Company, which has paid and retired all the outstanding bonds of said railroad company, amounting to two hundred and fifty thousand dollars (\$250,000), taking in exchange that amount of the demand notes of said railway company.

For the purpose of paying these railway bonds said Traction Company has been authorized to issue, and has issued two hundred and fifty thousand dollars (\$250,000) of its own bonds, and the proposition, as set forth in the petition, is to convert the demand notes, which represent its payment of railway bonds, into railway stock.

These changes will not increase the capitalization of the street railway, but will convert its floating debt into stock, to which the board sees no objection.

It is therefore voted and ordered that said Manchester Street Railway Company be authorized to issue its capital stock to the amount of two hundred and fifty thousand dollars (\$250,000) in addition to the amount now outstanding, for the purpose of paying the demand notes of that amount now held by said Traction Company.

All of said new shares shall be offered proportionately to the stockholders of said corporation, giving said stockholders the right to subscribe and pay in cash for the same at not less than the market value thereof, which the board hereby determines to be one hundred dollars (\$100) per share.

All shares of stock not subscribed for by the stockholders as aforesaid shall be sold at public auction, either by the broker's board in the city of Boston, Mass., or at the office of said corporation in said Manchester, as the directors of said corporation may direct by proper vote. If sold in said Boston, notice of the time and place of sale shall be published in the *Daily Mirror and American*, a newspaper published in said Manchester, and in the *Boston Daily Advertiser* and the *Boston Morning Journal*, newspapers published in said Boston, five times at least during the ten days immediately preceding the sale. And, if sold in said Manchester, by publication of notice in the same manner in the *Daily Mirror and American* and in the *Manchester Daily Union*, newspapers published in said Manchester, and in the *Daily Monitor*, a newspaper published in Concord.

HENRY M. PUTNEY,

ARTHUR G. WHITEMORE,

GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

CLAREMONT RAILWAY & LIGHTING COMPANY BONDS.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

Respectfully represents the directors of the Claremont Railway and Lighting Company, a corporation duly incorporated by act of the New Hampshire legislature, approved March 22, 1901; that it is authorized by its charter to issue stock to the amount of one hundred thousand dollars, and its coupon mortgage bonds in a like sum, and that by previous decrees of your honorable board said corporation was authorized to issue its capital stock to amount of one hundred thousand dollars, and its coupon mortgage bonds to amount of seventy-five thousand dollars, and that ninety-five thousand three hundred dollars of said stock, representing nine hundred and fifty-three shares, and seventy-five thousand dollars of the bonds of said company have been issued, under authority and by virtue of said decrees, and for the lawful and necessary purposes stated therein.

That as appears by the engineer's estimates, now on file in your office, the entire amount of stock and bonds authorized by the charter of said corporation will be insufficient to defray the cost incurred in the purchase, construction, and equipment of its consolidated properties, and that at a special meeting of the stockholders of said corporation duly and legally called for that purpose, and held at Claremont, N. H., on the thirty-first day of October, 1904, it was voted by votes of a majority of the stockholders there present, to increase the capital stock of said corporation beyond the amount fixed and limited by its charter by the sum of ninety thousand dollars; that is to say, by nine hundred shares in excess of the amount fixed and limited by its charter, making a total capitalization of one hundred and ninety thousand dollars, which increase, by decree of your honorable board, December 13, 1904, was approved and authorized, after hearing on petition of the directors of said corporation praying therefor, and that said ninety thousand dollars increase of the stock of said corporation has been issued, as authorized by said decree and the statute relating thereto.

That at a special meeting of the stockholders of said corporation, duly and legally called for that purpose, and held at Claremont aforesaid, on the second day of January, 1905, it was voted by votes of a majority of the stockholders there present, to increase by eighty thousand dollars the bond issue of said corporation over and above the amount fixed and limited by its

charter, or a total bond issue of one hundred eighty thousand dollars, being eighty thousand dollars in bonds in excess of the amount fixed and limited by its charter, and one hundred and five thousand dollars beyond the amount already authorized by you as aforesaid. Said increase of bonds being for the purpose of taking up its bond issue of seventy-five thousand dollars now outstanding, as aforesaid, and refunding same, and paying its floating debt and money borrowed expended in the purchase, construction, and equipment of its consolidated properties. And at said stockholders' meeting it was also voted in like manner to authorize the directors of said corporation to petition your board for authority to issue said bonds.

That it is necessary that said corporation issue its coupon mortgage bonds to amount and for the purposes above stated, and that the vote aforesaid was passed subject to the approval of your honorable board.

That the road, franchises, and equipment of said corporation are now mortgaged in the sum of one hundred and fifty thousand dollars, to secure its bond issue to that amount as the same may be authorized, and that at the stockholders' meeting aforesaid it was likewise voted to authorize the directors of said corporation to petition your board for authority to take up the seventy-five thousand dollars of bonds of said corporation now outstanding as aforesaid, and to refund same by a new issue of like amount, with authority to cancel its aforesaid mortgage, and to secure its total bond issue by a new mortgage of its road, franchises, properties, and equipment.

Wherefore, your petitioners pray, that you approve and authorize the increase of bonds of said corporation, and the issue thereof to the amount, and for the purposes above set forth, and that you authorize said corporation to take up its bond issue to amount of seventy-five thousand dollars now outstanding, and refund same, and the cancellation of the mortgage securing said bonds, and the execution of a new mortgage by said corporation of its road, franchises, properties, and equipment to secure the entire bond issue of said corporation, and for such orders and decrees in the premises as may be just.

HIRA R. BECKWITH,
J. F. EMERSON,
FRANK H. FOSTER,
O. B. RAND,
L. N. WHEELOCK,

Directors of Claremont Railway and Lighting Company.

By Attorney,
F. H. BROWN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, February 8, 1905.

In the matter of the petition of the Claremont Railway and Lighting Company, asking for the approval of the board to an issue of its mortgage bonds to the amount of one hundred and eighty thousand dollars (\$180,000), for the purpose of refunding its present bond issue of seventy-five thousand dollars (\$75,000), now outstanding, and to defray the cost incurred in the purchase, construction, and equipment of its consolidated properties, a hearing was had at the office of the railroad commission, at Concord, February 7, 1905, at 11 o'clock A. M., and such testimony and arguments as were presented were heard and considered.

It appeared that the petitioning corporation owns and operates a street railway and electrical lighting plant for lighting the village of Claremont, that said corporation now has a bonded indebtedness of seventy-five thousand dollars (\$75,000), all of which has been issued, and that the capital stock of said petitioning corporation as now fixed and authorized is one hundred and ninety thousand dollars (\$190,000), one hundred and eighty-six thousand, one hundred and twenty dollars (\$186,120) of the same having been issued; that the company has made extensive additions to and improvements of its property, for which it has incurred a floating debt of about one hundred and forty thousand dollars (\$140,000); that the present value of the properties of said corporation, according to the estimate of G. M. Thompson, Esq., civil engineer, filed herewith, is three hundred and eighty thousand and five hundred and eleven dollars and thirty-three cents (\$380,511.33), and that its purpose is to refund the bonds already issued and apply the balance of the said bond issue to the liquidation of its floating debt.

It is therefore voted and ordered:

That the issue of bonds as stated above is reasonably requisite for the proper purposes of the corporation, and that the board approves of the issue of one hundred and eighty thousand dollars (\$180,000) of bonds for the purpose of: first, seventy-five thousand dollars (\$75,000) of said issue to be used in refunding the bonds of said corporation now outstanding; and the balance of one hundred and five thousand dollars (\$105,000) for the purpose of paying the floating indebtedness of said company, subject to the provisions of law and upon the conditions following:

That no more shall be issued than is necessary at par value to pay the actual expense incurred for the purposes for which the issue is authorized, and that said corporation shall open and keep books of account, which will at all times exactly and clearly show what amounts have been expended for the purposes specified.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,
Railroad Commissioners of New Hampshire.

PRIVATE CROSSING IN LACONIA.

STATE OF NEW HAMPSHIRE.

BELKNAP, SS.

To the Board of Railroad Commissioners for the State of New Hampshire:

Respectfully represents Herbert N. Sanborn of Lakeport, so called, in Laconia, in said county, who says:

That he is the owner and possessor in fee of certain real estate in said Lakeport, a part of which binds on Lake Paugus; that the tracks of the Boston & Maine Railroad pass through said land, and that said railroad has also placed on both sides of its said tracks barbed wire fences, which said tracks and fences divide his land, and deprive him of any means of egress or ingress into or from that part of his land which binds on said Lake Paugus; that there was formerly for many years a crossing over the said tracks and on to the said land of the plaintiff which binds on the lake, but that that crossing has now been removed by the said railroad, and its fences have been built across the road, which formerly led over the said tracks and on to said plaintiff's land.

That your petitioner has applied to the proper officers of the said Boston & Maine Railroad, but they have declined and refused to construct any crossing over said tracks and on to the said land of plaintiff lying by said lake;

That there has been at all times since the construction of the said railroad, and now is a reasonable and just demand for a crossing for the convenient use and accommodation of the said premises of the plaintiff.

Wherefore, he respectfully requests your honorable board that it will direct the said railroad to construct such crossing

or crossings over the said tracks as may be proper and necessary to enable the plaintiff to enjoy such rights and privileges as he is entitled to by law.

Dated this ninth day of January, 1905.

HERBERT N. SANBORN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, February 9, 1905.

In the matter of the petition of Herbert N. Sanborn, asking that the Boston & Maine Railroad, which runs through his land that lays upon the shore of Lake Paugus, in the city of Laconia, be directed to construct a farm crossing over its tracks at the point where such a crossing was formerly and until recently maintained by said railroad, the parties having accepted notice of a hearing, waived formal proceedings, and agreed that the facts are substantially as stated in the petition.

It is voted and ordered that said railroad be required to construct within a reasonable time a suitable farm crossing for the petitioner's use in passing over their tracks from one side to the other of his land, as near as is practicable upon the location formerly occupied by such crossing.

HENRY M. PUTNEY,

ARTHUR G. WHITTEMORE,

GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

GRADE CROSSINGS IN GORHAM.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

Respectfully represents the selectmen of the town of Gorham, in the county of Coös, in said state; that upon the petition of the Berlin Mills Company, and others, dated January 12, 1905, asking for the laying out of a new highway in said town, a hearing was duly appointed, and held at said Gorham, on the twenty-third day of February, instant, that at the time so appointed all parties in interest were heard, and an examination made of the proposed new highway, and it appears that there is, for the accommodation of the public, occasion for the new highway as asked for, and that said new highway will

cross at grade the branch spur track of the Grand Trunk Railway, a corporation operating a railroad in said Gorham, and running from their main line to the new Cascade Mills, so called, of the Berlin Mills Company, and that the said proposed new highway will cross at grade the tracks of the Berlin Street Railway, a corporation operating a street railway line in said Gorham, as shown upon the plan hereto attached, and made a part of this petition, and that said hearing has been adjourned to March 9, 1905, at two o'clock in the afternoon, for the purpose of obtaining the consent of the railroad commissioners of said state according to the provisions of our statute.

Wherefore, your petitioners pray your honorable body for its consent and approval for the laying out of said highway, and said crossings at grade, as provided by chapter 91 of the Laws of 1895.

W. B. GATES,
THOMAS GIFFORD,
S. C. FOSTER,
Selectmen of Gorham, N. H.

Dated at Gorham, N. H., February 27, 1905.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 9, 1905.

Upon the petition of the selectmen of Gorham, endorsed and approved by the Berlin Street Railway and the Grand Trunk Railway of Canada, the consent of this board is given to the construction of crossings, at grade, across the spur track of said Grand Trunk Railway from its main line in the town of Gorham to the new Cascade Mills, so called, and the tracks of the Berlin Street Railway upon the same highway, the conditions being that said crossings shall be constructed by said Grand Trunk Railway and said Berlin Street Railway at the expense, within said railway locations, of said town of Gorham.

HENRY M. PUTNEY,
ARTHUR G. WHITEMORE,
GEORGE E. BALES,
Railroad Commissioners of New Hampshire.

UNCANNOONUC INCLINE RAILWAY AND DEVELOPMENT
COMPANY TRANSFER OF STOCK.

To the Board of Railroad Commissioners of New Hampshire:

GENTLEMEN:—Respectfully represents the Uncanoonuc Incline Railway and Development Company, a corporation duly organized under an act of the legislature of New Hampshire, approved March 25, 1903, and entitled, "An act to incorporate the Uncanoonuc Incline Railway and Development Company"; that by previous order of this board it was authorized among other things to issue forty-five thousand dollars (\$45,000) of capital stock to construct and equip a trolley road from Shirley Station, in the town of Goffstown, to the base of the Uncanoonuc Mountain, in said Goffstown; also to issue one thousand dollars (\$1,000) of capital stock for the requirement and improvement of right of way; that it has nearly completed the construction of its trolley line from Shirley Station to the base of the Uncanoonuc Mountain, and the same completed and equipped will cost less than forty thousand dollars (\$40,000); that it has found it advisable to construct its trolley line before mentioned upon private land, instead of over and upon the highways leading from Shirley Station to the base of the Uncanoonuc Mountain, as originally intended; that it has found it advisable to make greater improvements than it originally intended upon its right of way and landing at the summit of said mountain; that on account of additional expenses incurred by building its trolley line over private land instead of in the highway, and the additional improvements which it desires to make upon its right of way are such that three thousand dollars will be no more than the amount necessary to acquire and improve the same.

Wherefore, the petitioner prays that you authorize the transfer of two thousand dollars of the amount allowed it for the construction and equipment of its trolley line to be used for the acquirement and improvement of its right of way, so that it may be authorized to issue three thousand dollars of capital stock for the acquirement and improvement of its right of way instead of one thousand dollars, as at present decreed by you.

Dated at Manchester this eighth day of December, A. D. 1904.

EDWARD C. SMITH,
DIXIE A. CURRIE,
FRANCIS N. WELLS,
CHAUNCEY B. LITTLEFIELD,
FRANK A. GAY,
O. E. KIMBALL,
S. A. FELTON,

Directors.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 18, 1905.

In the matter of the petition of the directors of the Uncanoonuc Incline and Development Company, asking that the order of the board, dated May 13, 1903, authorizing the issue by said company of capital stock to the amount of one hundred and nineteen thousand dollars (\$119,000) for certain specified purposes may be modified by transferring two thousand dollars (\$2,000) of the amount allowed for the construction of a trolley road, to the amount allowed for the acquirement and improvement of a right of way, making the sum for construction forty-three thousand dollars (\$43,000) instead of forty-five thousand dollars (\$45,000), and that for right of way three thousand dollars (\$3,000) instead of one thousand dollars (\$1,000), the board having investigated and being satisfied that such transfer is reasonable and requisite for the legal purposes of the corporation,

Votes and orders that the transfer be authorized as prayed for in the petition.

HENRY M. PUTNEY,
ARTHUR G. WHITEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

MANCHESTER TRACTION, LIGHT AND POWER COMPANY
BONDS.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

Respectfully represents the Manchester Traction, Light and Power Company, a corporation duly established by law and doing business at Manchester, in the county of Hillsborough, by its treasurer and directors hereto subscribed; that it is engaged in the generation and sale of electricity, and for that purpose owns and uses certain real and personal property; that its capital stock as now fixed and authorized is two million and fifty thousand dollars (\$2,050,000); that by its charter it is empowered to issue its bonds and secure the same by mortgage or trust deed to an amount not exceeding its capital stock; that on October 1, 1901, by its mortgage or trust deed it con-

veyed all its property then owned or thereafter to be acquired, to secure an issue of two million dollars (\$2,000,000) face value of its bonds; that it has not yet issued said amount of bonds so authorized by said mortgage or trust deed; that for the purpose of taking up certain existing floating indebtedness and of paying for land, buildings, new machinery, electrical apparatus, and other permanent improvements it is necessary to issue and sell an additional one hundred and forty-one thousand dollars (\$141,000) face value of its bonds; and that the proposed issue as set forth in this petition, together with the total amount of said bonds heretofore issued, will be within the authorized limit as prescribed by its charter.

Wherefore, your petitioner prays that it may be authorized to issue said one hundred and forty-one thousand dollars (\$141,000) face value of its said bonds and for such other relief as may be just.

MANCHESTER TRACTION, LIGHT & POWER CO.,

By S. REED ANTHONY,

Treasurer.

H. E. PARKER,

S. REED ANTHONY,

WILLIAM A. TUCKER,

STILLMAN F. KELLEY,

ROBERT H. HALLOWELL,

J. BRODIE SMITH,

WALTER M. PARKER,

CHARLES M. FLOYD,

Directors.

April 13, 1905.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 24, 1905.

The Manchester Traction, Light and Power Company having petitioned the board for its approval of an issue of mortgage bonds to the amount of one hundred and forty-one thousand dollars (\$141,000) for the purpose of paying certain floating indebtedness and obtaining land, machinery, buildings and electrical equipment, and other permanent improvements necessary to its operation, we find upon investigation, that the capital stock of said company as now fixed and authorized is two millions and fifty thousand dollars (\$2,050,000), and that by its charter it is authorized to issue first mortgage bonds to the

amount of two million dollars (\$2,000,000); that it has issued and sold such bonds to the amount of one million five hundred and eighty-three thousand dollars (\$1,583,000), and that the additional issue of one hundred and forty-one thousand dollars (\$141,000) is reasonably requisite for the proper purposes of the corporation as set forth in its petition.

It is therefore voted and ordered that the board approve the issue by said Manchester Traction, Light and Power Company of one hundred and forty-one thousand dollars (\$141,000) of bonds for the purposes specified in its petition, subject to the provisions of law under which the same are issued.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

To the Board of Railroad Commissioners of New Hampshire:

Respectfully represents the Uncanoonuc Incline Railway and Development Company, a corporation duly organized under an act of the legislature of New Hampshire, approved March 25, 1903, entitled, "An Act to Incorporate the Uncanoonuc Incline Railway and Development Company"; that by a previous order of this board it was authorized among other things to issue fifty-two thousand dollars (\$52,000) of capital stock to construct an incline railway from the bottom to the top of the mountain with station buildings. Also to issue six thousand dollars (\$6,000) of capital stock for engineering, legal, and incidental expenses; that the incline railway from the bottom to the top of the mountain when completed and equipped will cost less than forty-six thousand dollars (\$46,000); that the six thousand dollars allowed by your board will not be sufficient for engineering, legal, and incidental expenses; that in order to complete the incline railway twelve thousand dollars (\$12,000) will be no more than the amount necessary for engineering, legal, and incidental expenses; that at a meeting of the directors of the corporation it was voted to petition for an increase in the amount previously allowed by your board for engineering, legal, and incidental expenses to twelve thousand dollars.

Wherefore, the petitioner prays that you authorize the transfer of six thousand dollars (\$6,000) of the amount allowed it for the construction of its incline railway from the bottom to the top of the mountain, so that it may be authorized to issue twelve thousand dollars (\$12,000) of capital stock for engineer-

ing, legal, and incidental expenses instead of six thousand dollars (\$6,000), as at present decreed by you.

THE UNCANOONUC INCLINE RAILWAY AND DEVELOPMENT COMPANY.

By EDWARD C. SMITH,
President.

MANCHESTER, N. H., June 7, 1905.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 26, 1905.

In the matter of the petition of the Uncanoonuc Incline Railway and Development Company, asking that the order of this board, dated May 13, 1903, authorizing the issue of said company's stock for certain purposes be modified by transferring six thousand dollars (\$6,000) of the amount allowed for the construction of its incline railway to the amount allowed for engineering, legal and incidental expenses. The board having investigated and being satisfied that five thousand dollars (\$5,000) more than has been allowed for such expenses is reasonably requisite for the legal purposes of said corporation, votes and orders that the transfer of five thousand dollars (\$5,000) be authorized as asked in the petition.

HENRY M. PUTNEY,
A. G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

PASSENGER SERVICE AT STARK.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, July 3, 1905.

In the matter of the petition of W. P. White of the town of Stark, asking that the Grand Trunk Railroad be required to stop trains No. 1 and No. 4 for the accommodation of passengers at the station named Stark, by agreement of the petitioner and the representatives of the railroad, a hearing was had at said station, June 7, 1905, at which all statements, evidence, and arguments offered by the parties were received and considered.

There are two stations in the town of Stark, one at the village, and another 2.07 miles distant, called Percy. In 1903 the passenger receipts at Percy were \$1,490, and at Stark \$545; in 1904 they were \$1,537 at Percy, and \$517 at Stark, showing that Percy is much the more important station.

The present schedule calls for three passenger and a mixed train east, and the same number west daily. All these trains stop at Stark for water and to receive and discharge passengers.

The mixed trains, if on time, cross at Percy, and always stop at Stark, but as they are often late, it is claimed that passengers cannot depend upon them. Eastbound No. 6 stops regularly at Stark, where it is due at 7.26 A. M., or five minutes before it passes Percy. Westbound No. 5 is due at Percy at 6.34 A. M., and stops at Stark at 6.39 A. M. These and the mixed trains are the only ones stopping regularly at Stark, but No. 1, when on time, is stopped upon request if it has passengers to leave. The petition is that Westbound No. 1, due at Percy at 12.35 in the morning, and Eastbound No. 4, due at Percy at 2.30 in the afternoon, be scheduled to stop regularly at Stark. Train No. 4 is a through passenger express from Chicago via Montreal to Portland, where, if on time, it makes close connection with one on the Boston & Maine to Boston at 6 o'clock P. M. It is due to pass Stark at 1.58 P. M. Train No. 1 is a passenger from Portland to Montreal, due to reach Stark at 12.40 A. M. Until the schedule of last winter was issued, both these trains stopped at Stark, as the petitioner contends they should do now.

In the fall of 1903 a large number of the citizens of Berlin petitioned this board, saying that No. 4 often failed to reach Portland on time, or in season to connect with the Boston & Maine for Boston, and obliged them to remain in Portland over night, and asking that the roads be required to make changes in their schedules so as to ensure the Portland connection and enable them to make a continuous journey from Berlin to Boston. As this was an interstate matter, we were obliged to dismiss the petition for want of jurisdiction. But the managers of the Grand Trunk undertook last fall to reduce the schedule time of No. 4 to Portland so as to leave some leeway there, by cutting out the stops at four or five small stations, within comparatively short distances of larger ones, and Stark was one of these. This train is one of the fastest for so long a distance in New England, and it is claimed by the managers and not denied, that its time can not be safely reduced except

by lessening its stops; in other words, that it was only by cutting out the stops at Stark and other stations that the probability of its making the Portland connection could be increased.

A comparative statement of the receipts at the two stations in the winter of 1903-4, when No. 1 and No. 4 stopped at Stark, and in the winter of 1904-5, when they did not stop, does not show that the change has affected the business of either station much, and the evidence submitted is that only two or three persons a day would find it more convenient to take No. 4 or to leave No. 1 at Stark than at Percy. As the receipts at both stations average only thirty cents per passenger, it is evident nearly all the travel is for short distances, most of it to and from Berlin, which No. 4 leaves about midnight.

The question presented by these facts is whether the convenience of the three people daily, who would like to take No. 1 or leave No. 4 at Stark, but can take one or leave the other at Percy by traveling a mile or two, shall outweigh that of the very large number that wish to go through Portland to Boston without stopping over night, or to make western connections from Portland.

We do not think this question can be answered affirmatively; the greatest good of the greatest number is the rule in railroading, as in other matters.

Two miles is not an unreasonable distance for a sparsely settled community to travel to take an express train. It is a much shorter distance than very many in the cities travel without complaint. It seems to us that the present arrangement of trains at Stark and Percy is all that can properly be required. The petition is dismissed.

HENRY M. PUTNEY,
A. G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

WOODSVILLE, N. H., May 17, 1905.

To the Honorable Board of Railroad Commissioners:

*H. M. Putney, Chairman,
Manchester, N. H.*

GENTLEMEN:—Respectfully represents the Boston & Maine Railroad, a corporation duly existing by law, and now in control and operation of the Pemigewasset Valley Railroad, a railroad extending through the towns of Plymouth and Campton, Grafton county, New Hampshire.

That in order to afford proper facilities to some of the patrons of said railroad it is necessary to construct a spur track from a siding already in operation in the town of Plymouth, about one half mile north of the station in said town, to what is known as the J. R. Foster peg mill. That said proposed spur will cross the highway from Plymouth to Campton.

That it is impracticable to construct it except at grade upon said crossing.

Therefore your petitioners ask the consent of your board in writing to the construction of the crossing at grade as shown in the blue print attached hereto.

G. E. CUMMINGS,
Superintendent.

The town of Plymouth approves the above petition.

CHARLES W. GEORGE,
E. A. CHASE,
H. W. ROGERS,
Selectmen of Plymouth.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 5, 1905.

The Boston & Maine Railroad having petitioned this board for its consent in writing to the construction, at grade, of a crossing upon a siding leading from a spur track already in operation, from the main line of the railroad to the J. R. Foster peg mill, in the town of Plymouth, and the selectmen of said town having approved said petition, the board has personally inspected the location of the proposed crossing, and is satisfied that it is necessary for the proper accommodation of the patrons of the railroad, and that it is impracticable to construct it otherwise than at grade.

We therefore consent to the construction of a crossing at grade, over the highway near the Foster peg mill, in Plymouth, as stated in the petition.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,
Railroad Commissioners of New Hampshire.

FARM CROSSING IN QUINCY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 6, 1905.

In the matter of the petition of Mrs. V. V. Whitney, asking that the Boston & Maine Railroad be required to construct an underpass for her accommodation upon her farm in the town of Quincy, the board, by agreement of the parties, met them upon the location, on May 26, 1905, examined the premises and heard the statements and arguments of Mr. Whitney, husband of the petitioner; Mr. Cummings, superintendent of the railroad, and several others.

The railroad corporation owns and occupies a roadway running northerly and southerly through the farm of Mrs. Whitney, which it secured by purchase, receiving a warrantee deed that released it "from all claims from damages, direct or consequential, by reason of the construction and maintaining of said railroad" without reservation or condition.

A large pasture belonging to the farm is upon the east side of the railroad, and the tillage and buildings are upon the west side, the barnyard being about two hundred feet from the tracks. The railroad passes the buildings upon a fill ten feet above the level of the land on either side, and a large herd of cows, numbering from twenty-five to forty, are driven night and morning through a narrow lane to and from the pasture over a crossing on this fill. If there was an underpass, these cows could go through the lane and to and from the pasture nearly on a level. There are now no lateral fences or cattle guards or other devices to prevent the cows when they reach the crossing from going up or down the tracks, and the petition says that it is with difficulty that they are driven over the rails, and that as they often run away on the tracks above or below, they are in danger from approaching trains. This situation is very similar to hundreds of others in this state. The division of the farm by the railroad subjects the owners to inconvenience. A farm underpass would be an accommodation to them, and it could be constructed. It would not in any way convenience the public. The only parties in interest are the corporation and the land owner.

The law requires the proprietors of railroads to provide "suitable gates, crossings, and cattle passes" for the accommodation of those whose lands are divided. If the corporation is

to be required to construct an underpass for the cattle kept on the Whitney farm, there is no apparent reason why it should not provide them for all others similarly located and circumstanced.

It seems to us that the fair question in any case is whether it will be more to the advantage of the land owner to have an underpass for cattle than it will cost the railroad to provide one.

The cost of an underpass, with stone abutments, opposite Mrs. Whitney's barn, is estimated at fifteen hundred dollars, involving an annual charge for interest and repairs of about sixty dollars, and we do not think it would save her nearly that amount. But the crossing now provided is not a suitable one within the meaning of the law. It should be constructed of sound, thick plank, be at least ten feet wide, and be protected on either side by lateral fences, ditches, and cattle guards of approved pattern, and we recommend that these improvements be made as soon as practicable. When this is done we see no reason why cattle cannot be driven with little difficulty or danger and with next to no expense over the tracks.

HENRY M. PUTNEY,

ARTHUR G. WHITTEMORE,

GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

LAND DAMAGE IN HOLLIS.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Brookline Railroad Company, a corporation existing under the laws of the state of New Hampshire, whose road is now operated by the Boston & Maine Railroad; that in the construction of the railroad of said corporation, through the town of Hollis, in said state of New Hampshire, it became necessary to occupy two certain parcels of land, now owned by Mary Elizabeth Lawrence and William A. Lawrence, both of said Hollis, Hillsborough county, in said state; and that the damages therefor were not appraised before the occupation of said land by said road.

The following is a description of the location of said railroad, through the land of said Mary Elizabeth Lawrence and William A. Lawrence:

PARCEL NO. 1.

Beginning at the northwesterly corner thereof at a point on the northerly bank of the Nissittissitt river and on the easterly side of the highway; thence northerly on said highway about one hundred and ninety (190) feet; thence northerly on said highway about sixty (60) feet; thence S. 63° 40' E. one hundred fourteen and five-tenths (114.5) feet to a point distant northerly one hundred sixty-three and five-tenths (163.5) feet from the center line of location of the Milford branch of said railroad, measured at right angles thereto at station 527+19; thence S. 68° 49' E. five hundred eleven and sixty-five one hundredths (511.65) feet to a point distant northerly thirty-three (33) feet from said center line measured at right angles thereto at station 522+29.8; thence easterly, parallel with said center line, to the division line between said land and land now or formerly of Henry N. Smith; thence S. 22° 30' W. on said division line, crossing said center line at station 520+48, to a point distant southerly thirty-three (33) feet from said center line measured at right angles thereto; thence westerly, parallel to said center line, to a point in a line at right angles to said center line at station 523+88.3; thence S. 5° 26' W. about seventy-five (75) feet to the northerly bank of the river aforesaid; thence westerly, on said river bank, four hundred and seventy (470) feet to the point of beginning.

Containing two and one-quarter (2¼) acres, more or less.

PARCEL NO. 2.

Beginning at the northwesterly corner thereof at a point in the division line between said land and land now or formerly of Henry N. Smith, said point being distant southwesterly thirty-three (33) feet from the center line of location of the Milford branch of said railroad measured at right angles thereto; thence N. 57° E. on said division line, crossing said center line at station 507+75 to a point distant northeasterly thirty-three (33) feet from said center line, measured at right angles thereto; thence S. 40° 30' E., parallel to said center line to the state line between the states of Massachusetts and New Hampshire, about three hundred twenty-seven (327) feet; thence westerly, on said state line, crossing said center line at station 504+84.5, to a point distant southerly thirty-three (33) feet from said center line measured at right angles thereto; thence N. 40° 30' W. parallel to said center line about two hundred fifty-two (252) feet to the point of beginning.

Containing 9586.5 square feet, more or less.

The following is a list of the owners of land, so far as known, which has been taken, as aforesaid, to construct said railroad, and the area taken from each owner:

Name of Owner.		Area.
Mary Elizabeth Lawrence,	Parcel No. 1.	2¼ acres.
William A. Lawrence,	Parcel No. 2.	9586.5 sq. ft.

For a more particular description of the above location and the land therein described, reference may be had to the annexed plan, which is made a part of this petition.

That your petitioners, said Brookline Railroad Company and the Boston & Maine Railroad, have not been able to obtain deeds from Mary Elizabeth Lawrence and William A. Lawrence of said land, taken and occupied for the purposes of locating and constructing said railroad, as aforesaid, and hereby respectfully apply to this board for the appraisal of the damages occasioned to said Mary Elizabeth Lawrence and William A. Lawrence, by taking their said lands, respectively, as described in said location.

Wherefore, the said Brookline Railroad Company and the Boston & Maine Railroad hereby pray that said board may appraise the damages to said land owners, respectively.

May 20, 1905.

BOSTON & MAINE RAILROAD,
BROOKLINE RAILROAD COMPANY.

By their Attorney,
JOHN M. MITCHELL.

To the Honorable Secretary of the State of New Hampshire:

Notice of the hearing upon the foregoing petition having been waived by the petitioner and the land owners, and both having appeared by counsel upon the premises at Hollis, on Wednesday, June 21, 1905, at 10.30 o'clock A. M., the board of railroad commissioners and the selectmen of Hollis attended according to said appointment; and said board of railroad commissioners and said selectmen being met and constituting a joint board for the appraisal of damages occasioned to Mary Elizabeth Lawrence and William A. Lawrence, owners of land in said Hollis taken by said Brookline Railroad to construct its railroad, as described in said petition, did make examination of said land and hear all parties interested, their witnesses and arguments. And upon consideration thereof said joint board does award the damage to said land owners as follows, to wit:

To Mary Elizabeth Lawrence and William A. Lawrence, \$164.16
To be paid to them by said Brookline Railroad.
Dated June 21, 1905.

HENRY M. PUTNEY,
A. G. WHITTEMORE,
GEORGE E. BALES,
Railroad Commissioners of New Hampshire.

HENRY A. WILSON,
GEORGE H. BLOOD,
CHARLES J. BELL,
Selectmen of Hollis.

To the Town Clerk of Hollis in the County of Hillsborough and State of New Hampshire:

Upon the petition of the Brookline Railroad to the board of railroad commissioners of said state to appraise the damages occasioned to Mary Elizabeth Lawrence and William A. Lawrence, owners of land in said Hollis, taken by said railroad to construct its railroad, as described in said petition, said railroad commissioners upon due procedure, together with the selectmen as a joint board, have made such appraisal; and said commissioners, as by law required, certify to you the damages to said land owners as awarded by said joint board to be as follows, to wit:
To Mary Elizabeth Lawrence and William A. Lawrence, \$164.16
To be paid to them by said Brookline Railroad.
Dated June 21, 1905.

HENRY M. PUTNEY,
A. G. WHITTEMORE,
GEORGE E. BALES,
Railroad Commissioners of New Hampshire.

CHANGE OF LOCATION OF HIGHWAYS IN GOFFSTOWN.

To the Board of Railroad Commissioners:

Respectfully represents the Concord & Montreal Railroad, a corporation duly established according to law, and having its principal place of business at Concord, N. H., having located the route and constructed the road for the Manchester & Milford branch, by virtue of and in accordance with the laws of the state of New Hampshire, and said branch having been put in operation, and it becoming evident that the public safety, as well as the interest of said corporation, required that said branch should be constructed so as to avoid a crossing at grade

over the "Mast road," in the town of Goffstown, and separate the grades of said branch and said highway at said "Mast road" crossing; and to accomplish this and to change and improve said crossing and enable said Concord & Montreal Railroad to properly construct their railroad at said crossing, and operate the same with safety, said corporation petitioned your board, by a petition dated April 3, 1900, to change the location of said "Mast road," by discontinuing the part of said road described in said petition, and substitute for such discontinued part a new part of said highway, also described in said petition,—a copy of said petition being found in your report for the year 1900, on pages 231, 232, and 233; that, in said petition, it was also represented that, for the purpose of affording access to a station at the junction of the Manchester & North Weare branch with said Manchester & Milford branch, it was necessary and for the public interest to lay out a new highway from the new highway described as a substitute for the discontinued part of said "Mast road," and described in said petition, as aforesaid, to the land of said railroad upon which the Manchester & North Weare branch is located, which additional piece of new highway is described in said petition, to be found in your report for the year 1900, as aforesaid, as follows:

"Commencing on land of George A. Leighton at iron bound No. 11 of the location above described; thence N. 40° 46' E. 797.8 feet to iron bound No. 12 in the fence on the southerly side of the track of the Manchester & North Weare branch of the Concord & Montreal Railroad; thence S. 78° 41' E. by said fence 139.8 feet to a point at the intersection of said fence with the westerly side line of location of the Manchester & Milford branch of said railroad; thence curving to the left with a curve having a radius of 623.19 feet 192.2 feet to iron bound No. 13; thence S. 40° 46' W. 311.8 feet to iron bound No. 14 on the northerly side line of Mast road, said last described line being 33 feet southeasterly from the line between bound No. 11 and bound No. 12 at right angles thereto; thence S. 21° 50' W. 50.85 feet to iron bound No. 15 in the southerly side line of Mast road; thence S. 40° 46' W. 340.4 feet to iron bound No. 16, said bound being the same bound No. 16 as was mentioned in the first herein described location, said last described line being 49½ feet southeasterly from the line between bound No. 11 and bound No. 12 at right angles thereto; thence N. 45° 10' W. 49.63 feet to bound began at".

Said additional piece of proposed highway takes 66/100 of an acre belonging to George A. Leighton of Manchester, N. H., and

5/100 of an acre of land from the town of Goffstown (Mast road), and 15/100 of an acre of land from the petitioner, the Concord & Montreal Railroad.

Said proposed additional piece of highway, as well as said discontinued part of said "Mast road," and the proposed substitute therefor, being more fully and particularly described upon a plan hereto annexed and made a part of this petition.

That, on April 10, 1900, your petitioner, the Concord & Montreal Railroad, filed in the office of the secretary of state, in accordance with the provisions of the law, a location of the land necessary for changing the location of said "Mast road," in said Goffstown, which location included the land above herein described, as well as that other parcel of land, described in said petition to your board, on April 3, 1900, to be used as a substitute for the discontinued part of said "Mast road," described in said petition.

That a hearing was had before your board, on April 30, 1900, after which your board, among other orders, made one providing as follows:

It is ordered that the petitioner, the Concord & Montreal Railroad, be and hereby is authorized to change the location of said highway, as set forth in said petition, by the discontinuance of that part of said highway described in said petition as follows:

Commencing at an iron bound on the southerly side of Mast road, located N. 27° 9' E. 54.55 feet from the northwesterly corner of the dwelling-house of Louisa M. Fellows; thence northerly and westerly by the southerly side of said Mast road, about 1,458 feet to a point located S. 84° 22' E. 69 feet from an iron pin near the intersection of the south line of said Mast road with the northeasterly line of Richards road; thence N. 54° 14' W. across said Mast road to the northerly side thereof; thence easterly and southerly by the northerly side of said road, about 1,530 feet to an iron pin opposite the dwelling house of Ellen M. Johnson and others; thence S. 57° E. 76.76 feet to the place of beginning; and substitute for the portion of said highway so discontinued a new highway bounded as follows:

Commencing at iron bound No. 1 in the southerly side line of Mast road, which is located N. 27° 9' E. 54.55 feet from the northwesterly corner of Louisa M. Fellows' dwelling house; thence N. 72° 34' W. 56.5 feet to iron bound No. 2 in the line between land of said Fellows and land of Ellen M. Johnson and others; thence S. 63° 45' W. by said line between land of said Fellows and said Johnson and others 28.96 feet to iron bound

No. 3; thence N. $72^{\circ} 34'$ W. 344.95 feet to iron bound No. 4; thence curving to the right with a curve having a radius of 327.94 feet and to which the last described course is tangent at bound No. 4, 104.93 feet to iron bound No. 5; thence N. $35^{\circ} 46'$ E. by a radical line of the above described curve 7 feet to iron bound No. 6; thence N. $54^{\circ} 14'$ W. 666.7 feet to iron bound No. 7; thence continuing in the same course 54.7 feet to the easterly side of Richards road, so called; thence N. $41^{\circ} 12'$ W. by said Richards road 139 feet to iron bound No. 8, said bound being at the intersection of the easterly side line of Richards road with the southerly side line of Mast road; thence S. $84^{\circ} 22'$ E. by said Mast road 69 feet; thence S. $54^{\circ} 14'$ E. 130.6 feet to iron bound No. 9, said bound being 66 feet northeasterly from bound No. 7 at right angles to last described line; thence continuing in the same course, S. $54^{\circ} 14'$ E. 512.9 feet to iron bound No. 10; thence N. $83^{\circ} 16'$ E. 36.8 feet to iron bound No. 11; thence S. $45^{\circ} 10'$ E. 49.63 feet to iron bound No. 16; thence S. $54^{\circ} 14'$ E. 77.64 feet to iron bound No. 17, said bound being in the same radial line as bound No. 6 and 83 feet northeasterly from the same; thence curving to the left with a curve having a radius of 237.94 feet and concentric with the curve before herein described 76.13 feet to iron bound No. 18; thence S. $72^{\circ} 34'$ E. 399.05 feet to iron bound No. 19 in the northerly side line of Mast road, said line being parallel with and 90 feet distant from, at right angles, the third line herein above described; thence S. $57^{\circ} 14'$ E. 73.76 feet to point of beginning.

That this order did not include the authority to construct that piece of new highway, to provide necessary access to said new station, herein above described, as well as described in said petition of April 3, 1900; nor has any authority, by your board, or any other public authority, ever been granted, authorizing said Concord & Montreal Railroad to construct said piece of road, to provide access to said new station; nor has said proposed piece of road to provide for access to said station, upon the discontinuance of said part of said "Mast road," described in your order of April 30, 1900, yet been constructed; and the only way in which the public can reach said station is by, over and through said discontinued part of said "Mast road," which has been kept open for this purpose, notwithstanding its discontinuance, as aforesaid, by your board, and as that portion of the "Mast road," described in your order, thereby ordered to be discontinued, cannot be closed, and must be left open for the accommodation of the public until the proposed piece of highway, to secure and provide access to the new station, as

aforesaid, is constructed, the dangers incident to the crossing of said railroad and highway, at grade, which were sought to be avoided and removed, cannot be avoided or removed until this additional piece of highway is constructed; and this additional piece of highway is necessary to provide a substantial, adequate, and complete substitute for that part of said "Mast road," which your order included, and which your board ordered discontinued; and to this extent the order of the board, made on April 30, 1900, is inadequate to authorize and provide the change of highway, in said Goffstown, contemplated and necessary to secure the relief prayed for in said petition of April 3, 1900.

And the petitioner respectfully suggests that the purpose of the law authorizing the proprietors of a railroad to change the location of a highway, or other way, for the purpose of avoiding or improving a crossing of the highway by the railroad, or of enabling them to properly construct their railroad, as in this case, is to provide for the use of the public a full and complete substitute for the discontinued highway, a highway or highways, or other way, or other ways, affording facilities and accommodations for the public travel, in every respect equal to the facilities and accommodations enjoyed by the public in the discontinued part; and, as in this case, the substitute permitted and ordered being inadequate and insufficient to afford the facilities and accommodations enjoyed by the public in the discontinued part, the commissioners are authorized to order and decree the construction of that additional piece of road essential to complete facilities and accommodations to take the place of those the public had in the discontinued part.

Wherefore, the petitioner, the Concord & Montreal Railroad, prays that this board, supplemental and additional to and in modification of their order of April 30, 1900, may further authorize the petitioner to construct said highway, or way, necessary, as aforesaid, to afford access to the station at the junction of the Manchester & Milford branch, make such orders or decrees as may be necessary to accomplish this result and afford the public a full, adequate, and complete substitute for that part of the "Mast road" discontinued by your order of April 30, 1900.

THE CONCORD & MONTREAL RAILROAD,

By BENJAMIN A. KIMBALL,
President.

CHANGE OF LOCATION OF HIGHWAY IN GOFFSTOWN.

To the Board of Railroad Commissioners:

Respectfully represents the Concord & Montreal Railroad, a corporation duly established according to law, and having its principal place of business at Concord, N. H., having located and constructed the Manchester & Milford branch, by virtue of and in accordance with the laws of the state of New Hampshire, for the public safety, as well as for the interests of said corporation, there should be a change in the location of the highway now crossing the railroad of said Manchester & Milford branch for the purpose of avoiding or improving said crossing, said highway being known as Richards road, in the town of Goffstown, the location of said Richards road to be changed as follows, and in the following respects, viz.:

Beginning at a point in the westerly side line of said Richards road 133 feet N. 53 degrees 45 minutes W. from station 25+57 of the center line of location of the Manchester & Milford branch of the Concord & Montreal Railroad; thence S. 53 degrees 45 minutes E. 154.2 feet; thence S. 30 degrees 49 minutes E. 83 feet; thence S. 12 degrees 25 minutes E. 230.6 feet; thence S. 2 degrees 15 minutes W. 392.8 feet; thence S. 10 degrees 29 minutes W. 213 feet to the westerly side of said Richards road.

The above described line to be the westerly side line and the road to be three rods wide.

Also beginning at a point in the westerly side line of said Richards road, opposite station 50+91.3 of the center line of location of the Manchester & Milford branch of the Concord & Montreal Railroad; thence S. 11 degrees 8 minutes W. 266 feet to a point 35 feet easterly of station 53+57.3 of the center line of location of said branch; thence by same course parallel with and 35 feet distant from the center line of said location 838.2 feet to a point opposite station 61+95.5 of the center line of said location; thence by said last named course 173.7 feet; thence S. 4 degrees 31 minutes W. 188 feet to the northerly side of Kennedy Hill road. Said above described line to be the westerly side line of the road and said road to be three rods wide.

Also beginning at a point on the southerly side of the Kennedy Hill road 49½ feet easterly of the center line of location of said Manchester & Milford branch; thence southerly parallel with and 49½ feet easterly from the center line of said branch 398 feet to a point opposite station 70+55.5 of the center line of said branch; thence S. 9 degrees E. 200 feet to the northerly side line of the Shirley Hill road. Said above described line to

be the westerly line of said road. Said road to be three rods wide.

Said proposed new location being fully described, upon the plan hereunto annexed and made a part hereof.

All of the said location of said highway above described is owned by said petitioner.

Wherefore, your petitioner, the Concord & Montreal Railroad, prays that this board may authorize it to change the location of said highway as above set forth, and avoid said grade crossing and discontinue that portion of the old highway above described, for which the said new highway is substituted.

THE CONCORD & MONTREAL RAILROAD,

By B. A. KIMBALL,

President.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

The petition of the Concord & Montreal Railroad for a change of the location of the highway, known as Richards road, in the town of Goffstown, for the purpose of avoiding or improving a crossing of the railroad of the Manchester & Milford branch of the Concord & Montreal Railroad, which crosses said Richards road, at grade:

Due and sufficient notice of said petition having been given by the petitioner in accordance with the order of the commissioners, and hearing was had thereon, upon said grade crossing, in said Goffstown, on Wednesday, July 26, 1905, at eleven o'clock in the forenoon; and the board having considered said petition and the evidence produced in support thereof, and having made an examination of said crossing and having heard all persons who desired to be heard upon said petition, as well as the petitioner in relation to the subject matter of said petition,

It is ordered that the petitioner, the Concord & Montreal Railroad, be and hereby is authorized to change the location of said highway as set forth in said petition, by the discontinuance of that part of said highway, indicated upon the plan annexed to and made a part of the said petition, by the words "Former Location Richards road"; and being that portion between the termini of the roads substituted for that portion of said Richards road hereby discontinued, which substituted road is hereinafter fully described, and substitute for the portion of said highway so discontinued a new highway bounded and described as follows:

Beginning at a point in the westerly side line of said Richards road 133 feet N. 53 degrees 45 minutes W. from station 25+57 of the center line of location of the Manchester & Milford branch of the Concord & Montreal Railroad; thence S. 53 degrees 45 minutes E 154.2 feet; thence S. 30 degrees 49 minutes E. 83 feet; thence S. 12 degrees 25 minutes E. 230.6 feet; thence S. 2 degrees 15 minutes W. 392.8 feet; thence S. 10 degrees 29 minutes W. 213 feet to the westerly side of said Richards road.

The above described line to be the westerly side line and the road to be three rods wide.

Also beginning at a point in the westerly side line of said Richards road opposite station 50+91.3 of the center line of location of the Manchester & Milford branch of the Concord & Montreal Railroad; thence S. 11 degrees 8 minutes W. 266 feet to a point 35 feet easterly of station 53+57.3 of the center line of location of said branch; thence by same course parallel with and 35 feet distant from the center line of said location 835.2 feet to a point opposite station 61+95.5 of the center line of said location; thence by said last named course 173.7 feet; thence S. 4 degrees 31 minutes W. 188 feet to the northerly side of Kennedy Hill road. Said above described line to be the westerly side line of the road and said road to be three rods wide.

Also beginning at a point on the southerly side of the Kennedy Hill road 49½ feet easterly of the center line of location of said Manchester & Milford branch; thence southerly parallel with 49½ feet easterly from the center line of said branch 398 feet to a point opposite station 70+55.5 of the center line of said branch; thence S. 9 degrees E. 200 feet to the northerly side line of the Shirley Hill road. Said above described line to be the westerly line of said road. Said road to be three rods wide; said new highway being fully described upon the plan annexed to and made a part of said petition.

And it is further ordered and directed that said Concord & Montreal Railroad shall construct all work upon the new right of way indicated upon the plan annexed to and made a part of said petition (that highway which is hereby authorized to be substituted for said discontinued highway) a road suitable for the travel thereon and of the width of 12 feet.

All of the foregoing work hereby or herein authorized or ordered shall come within the lines of said way; indicated and shown upon the plan annexed to said petition and made part hereof; and all such work as has not already been done shall

be done and performed by the Concord & Montreal Railroad and at the expense of that corporation.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners.

July 26, 1905.

LAND DAMAGE IN WALPOLE.

To the Railroad Commissioners for the State of New Hampshire:

The undersigned, Dennis Flannery, hereby respectfully represents that he is a citizen and resident of Walpole in the county of Cheshire and state of New Hampshire.

That he is the owner of certain land, with the buildings thereon, situated on School street in the village of North Walpole, in said town.

That heretofore, to wit: on the tenth day of February, 1904, the said railroad commissioners, upon the petition of the Sullivan County Railroad and of said town, changed the grade of said School street, discontinued part of said street and ordered that an underpass be built under the tracks of said Sullivan County Railroad, by reason of which the said property of the said Dennis Flannery was greatly injured and depreciated in value.

Wherefore, you are respectfully requested to view said premises and assess the damage which the plaintiff has suffered by said change of grade, discontinuance of part of said street, and the building of said underpass.

DENNIS FLANNERY,
By his attorney,
JOSEPH MADDEN.

Before a hearing was reached the case was settled and the petition withdrawn.

GRADE CROSSING IN NASHUA.

To the Board of Railroad Commissioners for the State of New Hampshire:

Respectfully represents the Boston & Maine Railroad, a corporation existing by law and operating a railroad in and through the city of Nashua, in said state of New Hampshire, that it,

your petitioner, proposes to construct a side track, in said Nashua, to be located and constructed as follows:

Such side track is to start from a side track of the Boston & Maine Railroad (W. N. & P. Div.) at a point between Quincy street and French's court, and thence to run westerly and southerly by a curve to the left, having a radius of one hundred and seventy-five (175) feet, crossing East Hollis street and the track of the Boston & Northern Street Railway opposite French's court, and entering the premises of the Holbrook-Marshall Company; the length of said track within the limits of the highway to be about sixty-three (63) feet.

That your petitioner, the Boston & Maine Railroad, hereby desires your consent for the location and construction of said side track across said East Hollis street, in said Nashua, and across the track of the Boston & Northern Street Railway opposite said French's court; the location of said side track and its termini, and the points at which it crosses, respectively, said East Hollis street and said Boston & Northern Street Railway, are indicated upon a plan hereunto annexed and made a part hereof.

Wherefore, your petitioner, the Boston & Maine Railroad, hereby respectfully requests the consent of your board, for the location and construction of said side track across said East Hollis street and said Boston & Northern Street Railway, as above indicated.

July 31, 1905.

BOSTON & MAINE RAILROAD,

By LUCIUS TUTTLE,

President.

The board of mayor and aldermen of the city of Nashua approve the location and construction of said side track, as prayed for in said petition.

ANDROS B. JONES,

Mayor.

For the board of mayor and aldermen of the city of Nashua,
N. H.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, August 15, 1905.

The Boston & Maine Railroad having petitioned this board for its consent in writing to the construction at grade of a

crossing over East Hollis street and the tracks of the Boston & Northern Street Railway, in the city of Nashua, in order to provide a siding for the use of the Holbrook-Marshall Company, and the mayor and aldermen of said city having approved the location and construction of said siding as shown in the plan annexed to the petition, our consent is given as prayed for by the petitioner.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,
Railroad Commissioners of New Hampshire.

OPERATION OF LACONIA STREET RAILWAY.

To the Board of Railroad Commissioners for the State of New Hampshire:

We, the undersigned, directors in the Laconia Street Railway, respectfully represent that said street railway from a point on Union avenue, near the residence of the late Samuel G. Clark, in said Laconia, thence northerly to the terminus of said railway at Weirs, so called, in said Laconia, cannot be operated without great loss to the company after October 15 to the first of the May following.

Wherefore, said directors apply to and petition said board of railroad commissioners to authorize them to discontinue the operation of that part of said street railway, beginning at a point opposite the dwelling of the late Samuel C. Clark, in Laconia, thence extending northerly to its terminus at Weirs, from and after October 15, 1905, until the first day of May, 1906.

Dated at Laconia, N. H., this fifteenth day of September, 1905.

A. G. FOLSOM,
S. B. SMITH,
EDMUND LITTLE,
CHARLES F. STONE,
Directors.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 2, 1905.

The Laconia Street Railway is hereby authorized to discontinue the operation of its railway between a point on Union

avenue, near the residence of the late Samuel G. Clark, in Laconia, and the northern terminus at Weirs, from the fifteenth day of October, 1905, to the first day of May, 1906.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

OPERATION DOVER, SOMERSWORTH & ROCHESTER
STREET RAILWAY.

To the Board of Railroad Commissioners of New Hampshire:

The Exeter, Hampton & Amesbury Street Railway Company, lessee of the Dover, Somersworth & Rochester Street Railway Company, respectfully represent, that a part of the railway of said lessor, which is now operated by the lessee, comprising all that portion of the railway lying northerly of and beyond Strafford Square in the city of Rochester, N. H., cannot be operated from November 1, 1905, to June 1, 1906, without loss to the corporation operating it.

Wherefore, the petitioners pray that you authorize them to discontinue the operation of all that part of said railway extending northerly of Strafford Square, in the city of Rochester, from November 1, 1905, to June 1, 1906.

EXETER, HAMPTON & AMESBURY STREET RAILWAY
COMPANY.

DOVER, SOMERSWORTH & ROCHESTER STREET RAIL-
WAY COMPANY.

By SAMUEL W. EMERY,
Their Attorney.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 10, 1905.

The Exeter, Hampton & Amesbury Street Railway Company, lessee of the Dover, Somersworth & Rochester Street Railway, having petitioned the board for authority to discontinue the operation of a portion of its road in Rochester during the winter months, and having satisfied the board that such portion of the road cannot be operated without heavy loss in the winter, is authorized to discontinue the running of its cars from

November 1, 1905, to June 1, 1906, upon that portion of the railway lying northerly of and beyond Strafford Square in the city of Rochester.

HENRY M. PUTNEY,
ARTHUR G. WHITEMORE,
GEORGE E. BALES,
Railroad Commissioners.

OPERATION SEABROOK & HAMPTON BEACH STREET
RAILWAY.

To the Board of Railroad Commissioners of New Hampshire:

The Exeter, Hampton & Amesbury Street Railway Company and the Seabrook & Hampton Beach Street Railway Company respectfully represent that the Exeter, Hampton & Amesbury Street Railway Company is now operating under a lease thereof, as part of its line of street railway, the said Seabrook & Hampton Street Railway Company's railway extending from the square at Smithtown, N. H., to the terminus of the Exeter, Hampton & Amesbury Street Railway Company's railway on Hampton Beach; that the portion of said street railway line above described, which extends from the square at Smithtown, N. H., to the northerly end of the bridge over Hampton river, cannot be operated from November 1, 1905, to April 1, 1906, without loss to the corporation operating it.

Wherefore, the petitioners pray that you authorize the lessee to discontinue the operation of said part of said railway for the period aforesaid.

EXETER, HAMPTON & AMESBURY STREET RAILWAY
COMPANY.

SEABROOK & HAMPTON BEACH STREET RAILWAY
COMPANY.

By SAMUEL W. EMERY,
Their Attorney.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 10, 1905.

The Exeter, Hampton & Amesbury Street Railway Company, lessee of the Seabrook & Hampton Beach Street Railway, having petitioned the board for authority to discontinue the operation of a portion of its road extending from the square at Smith-

town (a part of Seabrook), in the state of New Hampshire, through South Seabrook (so called), in said Seabrook, and over Seabrook Beach (so called), and over Hampton river bridge to the northerly end of said bridge during the winter months, and having satisfied the board that such portion of the road cannot be operated without heavy loss in the winter, said company is hereby authorized to discontinue the running of its cars from November 1, 1905, to April 1, 1906.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,
Railroad Commissioners.

CHANGE OF HIGHWAYS IN CONCORD.

To the Board of Railroad Commissioners:

Respectfully represent the Concord & Montreal Railroad, a corporation duly established according to the laws of the state of New Hampshire, and the Boston & Maine Railroad, a corporation existing by the law of said state, and operating the railroad of said Concord & Montreal Railroad, and the railroads of the Northern and Concord & Claremont Railroads, corporations existing under the law of said state; that the railroads of said Concord & Montreal Railroad, Northern Railroad, and Concord & Claremont Railroad run in and through the city of Concord, Merrimack county, in said state; that the railroad of said Concord & Montreal Railroad crosses, at grade, East Penacook street, North Fan road and South Fan road, so called, and Ferry street, in said Concord; and the railroads of said Northern Railroad and Concord & Claremont Railroad cross at grade, said Ferry street; that the said crossing of said East Penacook street, North and South Fan roads and Ferry street by the railroad of said Concord & Montreal Railroad and the crossing of said Ferry street by the railroads of said Northern Railroad and Concord & Claremont Railroad is dangerous and inconvenient for the public travel, as well as for your petitioners, and the same should be avoided and improved:

That, for the purpose of avoiding and improving said grade crossings on East Penacook street, North and South Fan roads and Ferry street for the public safety and convenience, as well as for the interest of your petitioners, it is, or will be, necessary to make the following changes in highways, in said city of Concord, viz.:

First. Discontinue that portion of East Penacook street described as follows:

Commencing at an iron pin in the center of the traveled way of said East Penacook street, on the northerly line of land of George W. Waters and on the southerly line of land of Joseph B. Walker; thence northerly along said street about 1,835 feet to an iron pin at the intersection of East Penacook street and Pecker street.

Second. Discontinue that portion of the North Fan road which lies between the easterly line of East Penacook street and the westerly line of the new highway hereinafter described.

Third. Discontinue that portion of the South Fan road which lies between the easterly line of East Penacook street and an iron pin located 55 feet westerly from the northwest corner of land of Thomas Degnan, and substitute therefor a new highway bounded as follows:

Commencing at an iron pin in the center of the South Fan road, said iron pin being S. 88 degrees 23 minutes W. 55 feet from a stone bound at the northwest corner of land of Thomas Degnan and at the northeast corner of land of Margaret W. Godfrey and on the southerly side of South Fan road; thence S. 88 degrees 23 minutes W. about 150 feet to the easterly line of East Penacook street. The above described line to be the center line of location, and said road to be 33 feet wide.

Fourth. Discontinue that part of Ferry street between the easterly line of the right of way of the Concord & Montreal Railroad and the westerly line of the right of way of the Concord & Claremont Railroad, substituting therefor, as well as for the portions of said East Penacook street and the North Fan road to be discontinued, a new highway bounded as follows:

Commencing at an iron pin in East Penacook street, at its intersection with Pecker street, in East Concord, thence southerly to an iron pin at the intersection of the northerly line of Ferry street with a line parallel with the center line of Stickney avenue and five (5) feet distant easterly at right angles therefrom, being a distance of about (6,884) six thousand eight hundred and eighty-four feet.

And your petitioners further say that the effect of said changes will be to increase the amount of travel over the bridge crossing the tracks of said Concord & Montreal and Northern Railroads, on Bridge street, in said Concord.

Wherefore, your petitioners, the Concord & Montreal Railroad and the Boston & Maine Railroad, pray that this board may authorize them to make the foregoing described changes in

said highways, in the city of Concord; and that your petitioners may be further authorized to construct a new bridge over the tracks of said Concord & Montreal and Northern Railroads on Bridge street, and the approach thereto of a width of fifty (50) feet, including the sidewalks.

October 10, 1905.

THE BOSTON & MAINE RAILROAD.

By LUCIUS TUTTLE,

President.

THE CONCORD & MONTREAL RAILROAD.

By BENJAMIN A. KIMBALL,

President.

August 21, 1905.

To Our Honored Mayor and City Government, Concord, N. H.:

We, the undersigned, women of Concord and vicinity, being deeply interested in the petition to you, signed exclusively by men, to abolish the three dangerous railroad crossings on Penacook street and in the construction of a new highway from East Concord bridge to Bridge street above high water, earnestly beg you to consider favorably the above named project.

GRACE E. C. FARNUM,
LIZZIE S. CLOUGH,
ALLINE A. FRYE,
EVELYN M. CATE,
MARY E. CROWLEY,
MABEL M. VIRGIN,
HATTIE M. PEARL,
MARY E. COLBY,
ELLA F. ROBINSON,
MARY F. ROBINSON,
MRS. J. E. PLUMMER,
MRS. H. M. CARPENTER,
MRS. J. C. HUTCHINS,
MRS. W. E. PRESCOTT,
MRS. W. D. MERRICK,
MRS. C. E. STANIELS,
MABLE R. STANIELS,
ALMEDA F. PEASLEE,
MRS. W. H. KING,

MARY E. OSGOOD,
BELLE L. NEWELL,
ANNIE M. MARDEN,
ALVA C. SPAULDING,
FLORENCE A. MORRILL,
JESSIE E. DREW,
MRS. FELIX GEBO,
EMMA O. CHESLEY,
LAURA A. YOUNG,
FLORENCE A. YOUNG,
LUELLA L. HAMILTON,
MRS. F. E. FAIRFIELD,
MRS. W. O. FIELD,
MRS. J. A. FLANDERS,
MRS. JULIETTE B. SMITH,
EMELINE H. ROBINSON,
MRS. J. B. RILEY,
MRS. THOMAS SMITH,
MRS. REUBEN L. CATE,
and 112 others.

August 16, 1905.

To the Hon. Mayor and City Government of Concord, N. H.:

We, the undersigned citizens of Concord, N. H., and vicinity, respectfully request you to consider favorably, if possible, the project of changing "Federal bridge" in order to get rid of grade crossing at north end of said bridge, and locate new highway to connect with Stickney avenue, so called, therefore avoiding three grade crossings.

JOHN E. FRYE,
W. D. STEVENS,
P. E. DREW,
AMOS J. PEASLEE,
S. P. RADFORD,
EPHRAIM J. CARTER,
JEDSON CARTER, JR.,
THOMAS D. MORRISON,
JOHN W. SANBORN,
CHARLES PEASLEE,
L. L. LOCKE,
JAMES L. POTTER,
HARLIE H. SANBORN,
C. E. ROBINSON,
ARTHUR HUSTUS,
WILLIAM KING,
H. H. CARPENTER,
F. L. BADGER,
E. R. LITTLE,
F. D. BEAUPRE,

JAMES A. HUSSEY,
H. H. RING,
O. K. WHITE,
C. A. LYLE,
H. L. HANSON,
P. C. WHITE,
E. H. HARDY,
E. L. LULL,
R. F. WALKER,
H. W. RING,
L. W. PERRY,
C. W. JENKINS,
JAMES S. COX,
JOSEPH CARTER,
E. A. WATSONS,
FRANK O. HILL,
F. U. DAVIA,
M. J. LACROIX,
I. R. HAMILTON,
E. A. NEWELL,
and 227 others.

CITY OF CONCORD.

IN THE YEAR OF OUR LORD ONE THOUSAND NINE HUNDRED AND
FIVE.

A JOINT RESOLUTION

In relation to extension of Stickney Avenue, the moving of
Federal Bridge and the building of a bridge over Wattanum-
mon Brook.

Resolved by the City Council of the City of Concord, as follows:

WHEREAS, The Boston & Maine Railroad, or its lessor, the
Concord & Montreal Railroad, having submitted a plan for
avoiding grade crossings and improving highways, in this city,
which plan embodies the following changes in highways:

First, Change the location of the highway bridge, known as Federal bridge, to the site now occupied by the railroad bridge, and build the new railroad bridge upon the site now occupied by the highway bridge;

Second, Lay out and build a new highway from a point on East Penacook street north of said bridges, to a point at or near the northerly terminus of Stickney avenue;

Third, Build a new and wider bridge over the railroad on Bridge street;

Fourth, Discontinue a portion of East Penacook street, from the northerly terminus of the new highway above described to a point near Wattanummon's brook;

Fifth, Discontinue that portion of the North Fan road between East Penacook street and said new highway;

Sixth, Change the location of the South Fan road, so that it will pass under the bridge known as bridge number one, White Mountain Division, Boston & Maine Railroad, substantially as said road is now traveled;

Seventh, Discontinue Ferry street between the easterly line of the right of way of the Concord & Montreal Railroad and the westerly line of the right of way of the Concord & Claremont Railroad; substituting for the portions of highways so discontinued the new highway above described; therefore,

Resolved, That in the event the board of railroad commissioners authorize the Boston & Maine Railroad, or its lessor, the Concord & Montreal Railroad, to make the above changes, that the city of Concord will, for its part of the construction of said new highway, and to secure the above changes, build a suitable bridge with the masonry therefor over Wattanummon's brook, do all surfacing or hardening required on the new highway, and remove the highway bridge to its new position after the masonry has been prepared by the railroad.

Said railroad to remove the present railroad bridge, and prepare the masonry ready to receive the highway bridge, and move its track and do all the grading, masonry, bridging, and other work necessary therefor; and said railroad shall secure the laying out of the new highway and pay for the land necessary therefor, and shall grade the roadway twenty-five feet wide, ready for the surfacing material; and said railroad shall build a new bridge over its tracks on Bridge street and the approaches thereto, of a width of fifty feet.

And Resolved, That the mayor, city engineer, and commissioner of highways be and hereby are authorized and directed to enter into a contract with the Concord & Montreal Railroad,

or its lessee, or others, on the part of the city of Concord, for the performance of its, said city's part of said work, provided

"Said contract to be submitted to the city council for ratification before it shall become binding upon the city."

"Provided, however, that the city of Concord does not by these resolutions express its assent to the discontinuance of any part of Ferry street or pledge its co-operation in any proceedings taken with a view to procure such discontinuance."

In Board of Mayor and Aldermen, September 14, 1905. Passed.

In Common Council, September 14, 1905. Passed in concurrence.

A true copy. Attest:

HENRY E. CHAMBERLIN,
City Clerk.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 13, 1905.

The petition of the Boston & Maine Railroad for authority to avoid and improve the grade crossings of East Penacook street, North and South Fan roads and Ferry street, in Concord, now crossed at grade by the Concord & Montreal Railroad, and said Ferry street now crossed by the railroads of the Northern Railroad and Concord & Claremont Railroad, operated by said Boston & Maine Railroad, and for authority to construct a new bridge over the tracks of said Concord & Montreal Railroad and Northern Railroad, on Bridge street, in said Concord.

Due and sufficient notice of said petition having been given by the petitioners, in accordance with the order of the commissioners, a hearing was had thereon, at the office of the board of railroad commissioners, on Thursday, November 9, 1905, at eleven o'clock in the forenoon; and the board having considered said petition and the evidence produced in support thereof, and having made an examination of said several crossings, and the proposed route, for the avoidance and improvement thereof, and having heard all persons who desired to be heard upon said petition, as well as the petitioners, in relation to the avoidance and improvement of said crossings, and having found that the public good requires the proposed changes in the location of said highways, as set forth in said petition,

It is hereby ordered that the petitioners, the Concord & Montreal Railroad and the Boston & Maine Railroad, jointly, or severally, be and hereby are authorized, for the purpose of

avoiding and improving said grade crossings on East Penacook street, North and South Fan roads, and Ferry street, to make the following changes of location of highways in the city of Concord, viz.:

First. Discontinue that portion of East Penacook street described as follows:

Commencing at an iron pin in the center of the traveled way of said East Penacook street, on the northerly line of land of George W. Waters and on the southerly line of land of Joseph B. Walker; thence northerly along said street about 1,835 feet to an iron pin at the intersection of East Penacook street and Pecker street;

Second. Discontinue that portion of the North Fan road which lies between the easterly line of East Penacook street and the westerly line of the new highway hereinafter described;

Third. Discontinue that portion of the South Fan road which lies between the easterly line of East Penacook street and an iron pin located 55 feet westerly from the northwest corner of land of Thomas Degnan;

Fourth. Discontinue that part of Ferry street between the easterly line of the right of way of the Concord & Montreal Railroad and the westerly line of the right of way of the Concord & Claremont Railroad;

Fifth. And build a new highway upon a location bounded as follows:

Commencing at an iron pin in the center of the South Fan road, said iron pin being S. 88 degrees 23 minutes W. 55 feet from a stone bound at the northwest corner of land of Thomas Degnan and at the northeast corner of land of Margaret W. Godfrey and on the southerly side of South Fan road; thence S. 88 degrees 23 minutes W. about 150 feet to the easterly line of East Penacook street. The above described line to be the center line of location and said road to be 33 feet wide;

Sixth. And suitably grade that portion of the South Fan road, between the piece of new highway last herein described and a piece of highway next hereinafter described;

Seventh. And build a piece of new highway upon a location bounded as follows:

Commencing at an iron pin in the northerly line of Ferry street at the intersection of said northerly line of said Ferry street with a line parallel with the center line of Stickney avenue and five feet distant, easterly at right angles therefrom; thence N. 2 degrees 29 minutes W. 110.45 feet to an iron pin; thence deflecting 20 degrees 59 minutes to the right and running

N. 18 degrees 30 minutes E. 2936.85 feet to an iron pin; thence deflecting 19 degrees 32 minutes to the left and running N. 1 degree 02 minutes W. 1901.7 feet to an iron pin; thence deflecting 13 degrees 20 minutes to the left and running N. 14 degrees 22 minutes W. 703.83 feet to an iron pin; thence deflecting 31 degrees 33 minutes to the right and running N. 17 degrees 11 minutes E. 601.46 feet to an iron pin; thence deflecting 17 degrees 59 minutes to the right and running N. 35 degrees 10 minutes E. 629.52 feet to an iron pin in East Penacook street; at the intersection of Pecker street.

The above described line to be the center line of the highway and said highway to be 50 feet in width from the point of beginning at Ferry street to the line between land of Thomas Reed and land of Henry H. Bean, a distance of 4,646 feet, and 60 feet in width from said line between land of said Reed and land of said Bean to the iron pin at the northerly end of said highway, a distance of 2237.81 feet.

It is provided, however, that in the construction of said new highway herein last described, across Merrimack river, the present highway bridge at that point is to be removed and properly set upon said new location, instead of requiring the construction of a new highway bridge;

Eighth. And suitably grade Stickney avenue, from Ferry street to Bridge street, and do such grading as may be required on Ferry street, at its intersection with Stickney avenue and the new highway last herein described;

Ninth. And build a new bridge over the tracks of said Concord & Montreal and Northern Railroads, on Bridge street, and the approaches thereto, of a width of fifty (50) feet, including the sidewalk.

It is further ordered that said highway, as constituted by the foregoing several pieces, hereinbefore described, extending from said East Penacook street to said Bridge street, including the bridge across said tracks of the Concord & Montreal and Northern Railroads, shall be constructed and put in condition suitable for the kind and amount of travel thereon, and to the satisfaction of this board.

It is hereby further ordered that the foregoing work hereby, or herein, authorized, or ordered, shall be done and performed by said petitioners, jointly, or severally, and at their expense, except to the extent that the city of Concord has by its joint resolution already agreed to do certain parts of said work.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

MEMORANDA.

The motion and petition appended hereto were filed at the beginning of the hearing by counsel for remonstrants.

The motion was denied.

The purpose of the railroad as set forth in its petition is to abolish four grade crossings in the city of Concord, beginning with the one just north of the bridge in East Concord, by changes and reconstructions of the highways and its tracks and roadway between that point and Bridge street.

The only remonstrance is to that part of the plan which closes Ferry street through the railroad yard, a distance of four hundred feet.

The city of Concord was not represented at the hearing, but attorneys for the railroad presented an attested copy of a resolution passed by the board of mayor and aldermen, approving the proposed changes except so far as they might involve the closing of Ferry street, and pledging the co-operation of the city in the work.

Ferry street is a passageway of great antiquity, having been set apart for travel by the early white men one hundred and eighty-two years ago. It runs from Main street over the railroad yards and across the intervalle to the Merrimack river, a distance of nearly a mile, where it formerly connected with a ferry, long since abandoned. On the east side of the railroad and near to it there is a group of dwellings in which about fifty people, including thirteen school children, live. These use Ferry street in going to and from the business part of the city.

A coal company and an ice company doing extensive business also use the street in making deliveries to customers, and the owners of the intervalle in cultivating their land. The only remonstrants are these companies, the abutting land owners, and, presumably, the tenants of the rented houses.

The crossing is a dangerous one, and will be more so when the railroad consummates its condemnation, already begun, of nine acres above it for yard purposes, and greatly increase the number of cars and locomotives that pass over it.

If the crossing is abolished by the discontinuance of four hundred feet of Ferry street, as proposed, those who now use it will be obliged to go to and from the city via Stickney avenue, to be constructed parallel to the railroad and Bridge street, and their claim is that they will be greatly inconvenienced and damaged thereby.

The question of damage to them is not before us, except so

far as they constitute a part of the public whose lives and property it is our duty to safeguard as much as possible by authorizing and promoting as far as we legally can all changes in highways that railroads will make to abolish grade crossings, which are a constant menace to all who use them.

To the Board of Railroad Commissioners:

Respectfully represents Charlotte A. Blake, Charles H. Herbert, and Charles A. Herbert, all of Concord, County of Merrimack and state of New Hampshire, that the Concord & Montreal Railroad, a corporation established according to the laws of the state of New Hampshire, on to wit, the fifth day of October, 1905, for the alleged purpose of taking and holding land for the enlargement of its yard, construction of sidetracks, woodsheds, repair shops, turntables, and engine, car, and freight house in the city of Concord, filed in the office of the secretary of state, a location of the land it proposed to take and hold as follows:

Location of land required for the enlargement of yard, the construction of sidetracks, wood sheds, repair shops, turntables, engine, car, and freight house by the Concord & Montreal Railroad, in the city of Concord.

Additional land at Concord, N. H., being needed by the Concord & Montreal Railroad for the enlargement of its yard, the construction of sidetracks, wood sheds, repair shops, turntables, engine, car, and freight house, under the authority provided in chapter 158 of the Public Statutes, it hereby locates the land for the enlargement of its yard, the construction of sidetracks, wood sheds, repair shops, turntables, engine, car, and freight house, at said Concord, N. H., establishing at convenient distances, not exceeding one mile apart, permanent monuments easily ascertainable, and hereby makes return of such location, with reference to such monuments, to the office of the secretary of state, as follows:

Beginning at an iron bound in the easterly right of way line of the Northern Railroad at the northwesterly corner of land of the New England Granite Works, and at the southwesterly corner of land of Joseph B. Walker; thence S. 13 degrees E. by said easterly right of way line 1056.6 feet to an iron bound in the center line of Ferry street; thence deflecting to the left 84 degrees 49 minutes and running N. 82 degrees 11 minutes E. by the center line of Ferry street 176.55 feet to the westerly right of way line of the Concord & Montreal Railroad; thence deflecting to the left 82 degrees 01 minute and running N. 0

degrees 10 minutes E. by said westerly right of way line 77.17 feet; thence deflecting to the left 28 degrees 24 minutes and running N. 28 degrees 14 minutes W. by land of the Concord & Montreal Railroad 215.9 feet; thence deflecting to the right 90 degrees and running N. 61 degrees 46 minutes E. by land of said railroad 77.5 feet; thence deflecting to the right 90 degrees 13 minutes and running S. 28 degrees 01 minute E. by land of said railroad 104.8 feet to the westerly right of way line of said Concord & Montreal railroad; thence deflecting to the left 149 degrees 02 minutes and running northerly by said westerly right of way line on a curve to the right, having a radius of 2881.43 feet, a distance of 396 feet; thence deflecting to the left 42 degrees 49 minutes and running N. 31 degrees 58 minutes W. by said westerly right of way line 60.4 feet; thence deflecting to the right 43 degrees 42 minutes and running northerly by said westerly right of way line on a curve to the right, having a radius of 2922.68 feet, a distance of 434 feet to an iron bound; thence deflecting to the left 49 degrees 39 minutes and running N. 29 degrees 25 minutes W. by land of said Concord & Montreal Railroad 130.6 feet to an iron bound in the southerly line of land of the Page Belting Company; thence deflecting to the left 80 degrees 35 minutes and running S. 70 degrees W. by land of the Page Belting Company and land of Joseph B. Walker 531.2 feet to bound begun at.

The following are the names of the owners of land, so far as known, which it is proposed to take to enlarge said yard, construct said sidetracks, wood sheds, repair shops, turntables, engine, car, and freight house, and the area taken from each owner:

Name of Owner.	Residence.	Area.
New England Granite Co.,	Concord, N. H.	7½ acres.
Charlotte A. Blake,	Concord, N. H.	28/100 acre.
Charles A. Herbert	{ Concord, N. H.	19/100 acre.
Charles H. Herbert		
Charlotte A. Blake,	Concord, N. H.	86/100 acre.

BENJAMIN A. KIMBALL,

President Concord & Montreal Railroad.

CONCORD, N. H., October 5, 1905.

That by said location the said corporation seeks to take and hold among other lands of your petitioners the reversionary right of your petitioners in and to a certain portion of a public highway known as Ferry street, in said Concord, and also the right of your petitioners as abutters upon said highway to the use of the same as a public highway; that the taking and hold-

ing of the said portion of said Ferry street for the purposes aforesaid would work a discontinuance of said portion of Ferry street, and greatly and peculiarly damage your petitioners as owners of property abutting on said street other than the property described in said location; that no authority is conferred by chapter 158 of the Public Statutes of New Hampshire or elsewhere for the taking and holding of said Ferry street as aforesaid.

Wherefore, your petitioners are aggrieved by said location, and pray that said location may be so changed that said Ferry street and no part thereof shall be discontinued.

CHARLOTTE A. BLAKE.

CHARLES A. HERBERT.

CHARLES H. HERBERT.

By Their Attorneys,

MARTIN & HOWE.

SARGENT, REMICK & NILES.

To the Board of Railroad Commissioners:

In re petition of Boston & Maine and Concord & Montreal Railroads for change of location of East Penacook and Ferry streets and of North and South Fan roads.

Respectfully represents Charlotte A. Blake, Charles H. Herbert, Charles A. Herbert, and Harold H. Blake, all of Concord, in said county, and E. S. Tenney Company, a corporation established according to the laws of the state of Maine, that they own property abutting on Ferry street, referred to in said petition, which will be greatly and peculiarly damaged by the discontinuance of said street as proposed in said petition; that the action prayed for in said petition with respect to said street would be in no sense a change in the location of said street, but an absolute discontinuance of said street so far as their said property is concerned; that no authority is conferred upon the board of railroad commissioners to take such action and such action would be contrary to law and void.

Wherefore, they pray that said petition may be dismissed so far as it relates to the discontinuance of Ferry street.

CHARLOTTE A. BLAKE.

CHARLES H. HERBERT.

CHARLES A. HERBERT.

HAROLD H. BLAKE.

E. S. TENNEY CO.

By Their Attorneys,

MARTIN & HOWE,

SARGENT, REMICK & NILES.

On motion of Mr. Martin the following names were added to the above petition:

GEORGIE A. HUNTOON.

DANIEL HIGGINS.

LEWIS F. EMERY.

C. H. DAY, for the Concord Ice Co.

WILLIAM WELCH.

GRADE CROSSING IN BERLIN.

To the Board of Railroad Commissioners for the State of New Hampshire:

Respectfully represents the Boston & Maine Railroad, a corporation existing by law and operating a railroad in and through the city of Berlin, in said state of New Hampshire; that it, your petitioner, desires to extend its yard and tracks from the present northerly terminus thereof, in the city of Berlin, county of Coös, in said state, over and along the location of the White field & Jefferson Railroad, as described in a return of said location, on file in the office of the secretary of state, a distance of about two thousand (2,000) feet.

That said location crosses, at grade, the highway known as Hutchins street, in said Berlin.

That your petitioner, the Boston & Maine Railroad, hereby desires your consent for the location and construction of tracks crossing said Hutchins street, in said Berlin, within the location of said Whitefield & Jefferson Railroad, as above described, for use in and upon the extension of its said yard.

Wherefore, your petitioner, the Boston & Maine Railroad, hereby respectfully requests the consent of your board for the location and construction of tracks, as above described, across said Hutchins street, for the use and benefit of its said yard

October 19, 1905.

BOSTON & MAINE RAILROAD,

By LUCIUS TUTTLE,

President.

To the City Council of the City of Berlin:

The undersigned respectfully represent, that for the accommodation of the public there is occasion for the extension of the yard and tracks of the Boston & Maine Railroad in a northeasterly direction, across Hutchins street, so called, a public highway in said Berlin, according to a plan accompanying this

petition, showing proposed location of engine house and extension of yard of said Boston & Maine Railroad, in said Berlin, made in April, 1905, reference to which plan is hereby made, said extension across said Hutchins street to be within the limits of the right of way or location of the Whitefield & Jefferson Railroad.

Dated at Berlin, N. H., this second day of October, A. D. 1905.

BOSTON & MAINE RAILROAD,

By RICH & MARBLE,
Attorneys.

At a meeting of the city council of the city of Berlin, held Thursday evening, October 5, 1905, it was voted, "on motion of Councilman Barrows, seconded by Councilman Farrington, that the petition of the Boston & Maine Railroad for permission to cross Hutchins street be granted."

A true copy. Attest:

G. WETHEIM,
City Clerk.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 24, 1905.

The petition of the Boston & Maine Railroad, for consent for the location and construction of tracks crossing Hutchins street, in Berlin, Coös county, within the location of the Whitefield & Jefferson Railroad, as set forth in said petition, for use in and upon the extension of its yard and tracks, in said Berlin.

The board having considered said petition hereby consents to the location and construction of tracks, described in said petition, crossing Hutchins street, in said Berlin, as and for the use and purposes stated in said petition.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

CONNECTICUT RIVER RAILROAD STOCK.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

Respectfully represents your petitioner, the Connecticut River Railroad Company; that it is a corporation existing under the

laws of said state, and that it has a franchise to operate a railroad therein; that at a meeting of its stockholders, duly called and held for the purpose in Springfield, Mass., on Wednesday, the twentieth day of September, 1905, at 11.30 o'clock in the forenoon, upon lawful notice pursuant to a call by order of the board of directors, a copy of which is herewith submitted, the holders of a majority of the capital stock of said corporation, acting under Article III of the call, relative to the proposed increase of capital stock, voted by a vote of fourteen thousand four hundred and fifty-six votes cast in favor, and none opposed, to increase the capital stock of this corporation by an issue of its shares to such amount, but not exceeding at par the amount at par of capital stock so acquired, as may be required for the purpose of acquiring by purchase or exchange and for holding the shares of capital stock or any part thereof of the Vermont Valley Railroad, a corporation under the laws of the state of Vermont, pursuant to the terms and authority set forth in chapter 243 of the Laws of New Hampshire for the year 1903, and chapter 104 of the Laws of the Commonwealth of Massachusetts, and in accordance with the provisions of its lease to the Boston & Maine Railroad; said stock to be issued as may be required for said purposes and disposed of in accordance with the provisions of said acts of the legislatures and authorized the directors to cause said stock to be issued and to do all acts and things necessary and proper to effect such purchase or exchange under and pursuant to the terms and authority of said acts. And your petitioner further represents that the board of directors of the Connecticut River Railroad Company, at their meeting of September 20, 1905, duly notified and held, by a vote passed in pursuance of said vote of the stockholders, a copy of which is hereunto appended, authorized the president in the name and behalf of the corporation under and by virtue of the authority of said vote of its stockholders and said vote of its directors, to petition your honorable board for its approval and authorization and determination, conformably to law, of an issue of such additional shares of the common capital stock of this company to such amount, estimated at ten thousand (10,000) shares as may be required in payment or exchange for the shares of the capital stock of said Vermont Valley Railroad, or any part thereof, under and by virtue of the authority of said votes, and for the purposes set forth in said vote of the stockholders and in said votes of the directors, said shares, or proceeds of said shares, of new capital stock to be applied conformably to law, for the purposes of acquiring by

purchase or exchange and the holding of the shares of the capital stock, or any part thereof, of said Vermont Valley Railroad.

And your petitioner further represents that said amount of stock, ten thousand shares, is substantially the amount, as near as may be, which the said corporation desires shall be approved, authorized and determined upon by your honorable board as being reasonably requisite and necessary for said respective purposes.

And your petitioner further represents that the said purposes for which it is proposed to make said issue of stock are lawful and consistent with the public interest; that said issue of said ten thousand shares of new capital stock at this time is reasonably requisite for the said purposes for which said issue of stock is authorized to enable your petitioner to carry out said purposes in good faith.

Wherefore, your petitioner, the Connecticut River Railroad Company, respectfully petitions your honorable board that it will approve and authorize for the said purposes said issue of ten thousand (10,000) new shares of the capital stock of said Connecticut River Railroad as being an issue to an amount reasonably requisite and necessary for said purposes for which the same is authorized and desired, and that your honorable board will prescribe the city of Boston as the city in which, in the manner provided by law, said new shares offered for exchange to the stockholders and remaining unexchanged by the stockholders entitled to take them, shall be offered for sale by public auction to the highest bidder at not less than the par value thereof, to be actually paid in cash; and that the board will also prescribe the daily newspapers, not less than three in number, in which notice shall be published of the time or times, and the place of such sale, at least five times during the ten days immediately preceding the sale, in the manner provided by law, said issue of stock and the proceeds of said issue of stock to be applied for the said purposes, and no other, conformably to law, to the respective amounts and proportions as approved, authorized, determined upon and specified by your honorable board, so far as may be, for each of said purposes respectively.

CONNECTICUT RIVER RAILROAD COMPANY,

By WILLIAM WHITING RICH,

Attorney,

COPY OF VOTE

Calling the Annual Meeting of the Stockholders of the Connecticut River Railroad Company, held in Springfield, Massachusetts, on the twentieth day of September, 1905.

Voted, That the clerk call the annual meeting of the stockholders of this company, to be held on Wednesday, September 20, 1905, at 11.30 o'clock A. M., at the office of the company in Springfield, Mass., for the following purposes:

I. To hear and act upon the report of the directors.

II. To elect directors for the ensuing year.

III. To see if the corporation will approve the acquiring by purchase or exchange, and the holding of the shares of the capital stock, or any part thereof, of the Vermont Valley Railroad, a corporation duly organized under the laws of the state of Vermont, and, subject to the approval of the railroad commissioners of the states of Massachusetts and of New Hampshire, the issuing, in payment or exchange therefor, of its own common capital stock pursuant to the terms and authority set forth in chapter 104 of the acts of the Commonwealth of Massachusetts for the year 1903, and in chapter 243 of the Laws of New Hampshire for the year 1903, and upon terms and conditions agreed to by the directors; and will authorize the issue of its own common capital stock, conformably to law, to such amount not exceeding at par the amount of capital stock so acquired, as may be required for the purposes of said acts, to carry said terms and conditions into full effect.

IV. To transact any other lawful business.

By Order of the Directors,

GEORGE R. YERRALL,

Clerk.

VOTE OF STOCKHOLDERS.

Voted, That the stockholders of this company hereby approve of the acquiring by purchase or exchange and the holding of the shares of capital stock of the Vermont Valley Railroad, a corporation under the laws of the state of Vermont, pursuant to the terms and authority set forth in chapter 104 of the Laws of the Commonwealth of Massachusetts for the year 1903, and in chapter 243 of the Laws of New Hampshire for the year 1903; and in order to effect such purchase or exchange, the directors, upon such terms and conditions as they shall agree to and conformably to law, are hereby authorized to cause stock to be issued to such amount, not exceeding at par the amount of

capital stock so acquired, as may be required for the purposes of said acts, to carry said terms and conditions into full effect; and, conformably to law, to do all other acts and things necessary or proper to effect such purchase or exchange under and pursuant to the terms and authority of said acts.

VOTE OF DIRECTORS.

WHEREAS, By vote of the stockholders of this company of September 20, 1905, pursuant to the terms and authority of chapter 104 of the Acts of the Commonwealth of Massachusetts for the year 1903, and of chapter 243 of the Laws of the State of New Hampshire for the year 1903, this company was authorized to acquire by purchase or exchange and to hold the shares of capital stock, or any part thereof, of the Vermont Valley Railroad, a corporation duly organized under the laws of the state of Vermont, and in payment or exchange therefor to issue its own common capital stock, subject to the approval of the railroad commissioners of the states of Massachusetts and of New Hampshire, to an amount sufficient for the purpose but not exceeding at par the amount at par of the capital stock so acquired;

Now, therefore,

Voted, That in order to effect such purchase or exchange under and pursuant to the provisions of said acts that the respective boards of railroad commissioners of this Commonwealth and of the state of New Hampshire are hereby requested to approve and determine the amount of additional shares of the common capital stock of this company to be issued and disposed of, conformably to law, which may be required, estimated at ten thousand shares, in payment or exchange for the shares of capital stock, or any part thereof, of the Vermont Valley Railroad, a corporation duly organized under the laws of the state of Vermont, and to approve and authorize the issue and disposition, conformably to law, of its said shares therefor to an amount at par not exceeding the amount at par of the capital stock to be acquired by the purchase or exchange of shares of the capital stocks of the said two corporations as aforesaid, in the ratio of one share of new common capital stock of the Connecticut River Railroad Company in purchase of, or in exchange for, two shares of stock of said Vermont Valley Railroad; and that the president of this company is hereby authorized, in its name and behalf, to petition said boards of railroad commissioners for their approval

required by said acts, and to do all other acts and things necessary or proper to acquire by purchase or exchange the shares of capital stock, or any part thereof, of the Vermont Valley Railroad, as aforesaid.

I hereby certify that pursuant to the by-laws said notice was published in the *Springfield Republican* and the *Boston Daily Advertiser*, September 12, 1905.

GEORGE R. YERRALL,
Clerk.

A true copy of article II of the By-Laws of the Connecticut River Railroad Company.

ART. II. The annual meetings of said corporation shall be held on the third Wednesday of September in each year, and said meetings shall be called by the clerk by a notification published in one or more newspapers printed in Boston and Springfield, not less than seven days before the day of the meeting.

I hereby certify that the above is a true copy of article II of the By-Laws of the Connecticut River Railroad Company.

GEORGE R. YERRALL,
Clerk.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 8, 1905.

PETITION

Of the Connecticut River Railroad Company for approval of an issue of additional capital stock.

The legislature of Massachusetts in chapter 104, Acts of 1903, and the legislature of New Hampshire in chapter 243, Acts of 1903, have enacted special statutes authorizing the Connecticut River Railroad Company to acquire by exchange or purchase the whole or a part of the capital stock of the Vermont Valley Railroad. The terms and conditions of the exchange or sale were left in this legislation to the contracting parties.

In discharge of the only duty imposed upon the board, that of limiting the issue of stock by the petitioner to the number of shares necessary to effect the exchange or purchase arranged between the company and the owners of the stock which it is to acquire, and upon the evidence presented as to that arrangement, it is

Ordered, That the approval of the board be hereby given to the issue by the Connecticut River Railroad Company of additional shares of capital stock not exceeding ten thousand (10,000) in number, amounting at par value to one million dollars (\$1,000,000), as an issue of stock reasonably necessary and of the amount required to enable the company to effect the exchange of stock authorized in the statutes above named, upon the basis of one share of the stock of the Connecticut River Railroad Company for every two shares of the stock of the Vermont Valley Railroad.

HENRY M. PUTNEY,
ARTHUR G. WHITEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

WORCESTER, NASHUA & ROCHESTER BONDS.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

The directors of the Worcester, Nashua & Rochester Railroad Company, a railroad corporation duly established under the laws of said state, respectfully petition your honorable board to approve an issue of \$150,000 4 per cent bonds of the said company, to be dated the first of January, 1906, and payable on the first of January, 1935, which have been duly authorized by votes of the stockholders and directors of the said company for the purpose of refunding at maturity \$150,000 valid outstanding 4 per cent bonds of the said company, dated January 1, 1886, and maturing January 1, 1906.

For and by order of the said directors,

G. G. HAM,
President.

VOTE OF DIRECTORS.

I, C. H. Bowen, clerk of the Worcester, Nashua & Rochester Railroad Company, hereby certify that the following votes were duly adopted at a meeting of the board of directors of the said company, duly held on the thirty-first of October, 1905, at which meeting a quorum of the said board was present.

Voted, That for the purpose of refunding at maturity \$150,000 valid outstanding bonds of this company, dated January 1, 1886, and maturing January 1, 1906, the president and treas-

urer are hereby authorized to execute under the seal of the company and to deliver bonds of the company to the aggregate principal amount of \$150,000, dated the first of January, 1906, and payable on the first of January, 1935, bearing interest at the rate of four per cent per annum, payable semi-annually. The said bonds shall be in such form and shall contain such provisions as the said officers shall determine, and the execution of such bonds by such officers shall be deemed a sufficient determination of such form and provisions. The said bonds may be disposed of by the said president and treasurer upon such terms as they shall deem proper.

Voted, That the president is hereby authorized to petition the boards of railroad commissioners of Massachusetts and of New Hampshire respectively for their approval of an issue of \$150,000 bonds of this company to refund at maturity a like amount of outstanding bonds of this company dated January 1, 1886, and maturing January 1, 1906.

I further certify that at a meeting of the stockholders of the said company duly called for the purpose on the ninth day of November, 1905, stockholders representing 19,065 shares out of a total of 30,998 shares outstanding voted in person or by proxy in favor of the following vote:

Voted, That for the purpose of refunding at maturity \$150,000 valid outstanding bonds of this company, dated January 1, 1886, and maturing January 1, 1906, the president and treasurer are hereby authorized to execute, under the seal of the company, and to deliver bonds of the company to the aggregate principal amount of \$150,000, dated the first of January, 1906, and payable on the first of January, 1935, bearing interest at the rate of four per cent per annum, payable semi-annually. The said bonds shall be in such form and shall contain such provisions as the officers shall determine, and the execution of such bonds by such officers shall be deemed a sufficient determination of such form and provisions. The said bonds may be disposed of by the said president and treasurer upon such terms as they shall deem proper.

I further certify as follows:

The amount of the capital of the Worcester & Nashua Railroad Company, paid in prior to August 1, 1879, was \$1,789,800. All bonds of the Worcester & Nashua Railroad Company and of the Nashua & Rochester Railroad have been retired and total outstanding bonded indebtedness of the Worcester, Nashua & Rochester Railroad Company is \$1,776,000.

Witness my hand and the seal of the Worcester, Nashua & Rochester Railroad Company this ninth day of November, 1905.

CHARLES H. BOWEN,
Clerk.

Sworn at Boston this
tenth November, 1905,
before me,

[SEAL.]

HENRY WARE,
Notary Public.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 26, 1905.

In the matter of the petition of the Worcester, Nashua & Rochester Railroad Company, asking the board to authorize the issue of bonds of the par value of one hundred and fifty thousand dollars (\$150,000) four per cent bonds, for the purpose of refunding that amount of its bonded indebtedness, a hearing was held at the office of the board in Concord, Friday, December 22, 1905, and it having been shown that the object of the petitioners is to replace outstanding bonds maturing January 1, 1906,

It is voted and ordered that said Worcester, Nashua & Rochester Railroad Company be authorized to issue new bonds to the amount of one hundred and fifty thousand dollars (\$150,000), upon condition that such bonds shall be used only to retire those now outstanding of the same amount.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,
Railroad Commissioners of New Hampshire.

CONDEMNATION PROCEEDINGS.

UPON PETITION OF THE CLAREMONT RAILWAY AND LIGHTING
COMPANY.

*To the Honorable Board of Railroad Commissioners of the State of
New Hampshire:*

Respectfully represents the Claremont Railway & Lighting Company, a corporation duly incorporated by act of the New Hampshire legislature, approved March 22, 1901; that it is

engaged in the construction of its street railway in Claremont, county of Sullivan, and state of New Hampshire, and that it is necessary for the purpose of installing and maintaining a power plant and dam to be used in connection with, and as a part of the business of said company, that certain land and water power of one Alexander Roberts, situate in said Claremont, be taken for that purpose; that in order to accomplish that result and install and maintain said power plant and dam, your petitioner, on August 2, 1902, filed a location and plan of said land and appurtenances with the secretary of state, establishing by permanent monuments easily ascertainable the boundaries of the land described, in conformity with the statute, a copy of said location and plan being hereunto annexed and made a part hereof; that your petitioner has been unable to obtain a deed of such land and appurtenances from said Roberts; that your petitioner now owns by deed from A. T. Batchelder, trustee, the whole of the northerly bank of said river, opposite the land of said Roberts, with its appurtenant water rights, desired to be taken, and also has the right by virtue of said deed, to attach and maintain a dam at any point on either or both banks of said river, on land of said Batchelder, at such height as will not interfere with water rights in said river, appurtenant to premises deeded by said Batchelder to John W. Flint, owner of the privilege on said river next above premises of your petitioner; that your petitioner is constructing its power house on the northerly bank of said river, at a point opposite the westerly line of premises of said Roberts desired to be taken, and indicated on plan hereunto annexed by the line B C; that it has constructed a dam and canal, about forty feet wide, from the point where its power house is located, as aforesaid, easterly, and parallel with said northerly bank of said river, about three hundred feet, to and onto land of said Batchelder; and that it is necessary in order to convey water from said river, to the wheel pit of said power plant, that a dam be built across said river or premises of said Batchelder, from the easterly end of its dam as aforesaid, and attached to land of said Batchelder on the southerly bank thereof; that said dam can not exceed in height two feet without interfering with the rights of said Flint as aforesaid; that when so built, a considerable portion of the water of said river will be carried by the land of said Roberts desired to be taken, designated on said plan by the line A B; that all of the water of said river after it leaves the wheel pit of the power plant of said company, now in process of construction as aforesaid, will flow into the mill pond, sit-

uate on said river next below the premises of your petitioner, on which is located the mill of said Roberts on the southerly, and the mill of the C. N. Washburn Shoe Company, on the northerly bank thereof; that no part of the water of said river will be diverted from said mill pond by reason of conducting the same to the power plant of your petitioner by means of the dam and canal aforesaid; that the water in said river appurtenant to the land of said Roberts, as shown on said accompanying plan, neither is nor can be utilized by him before it flows into the mill pond aforesaid; that said Roberts does not reside in the state, and that your petitioner caused to be published a copy of said location, for three weeks successively in the *National Eagle*, a newspaper published in said Claremont, in said county of Sullivan, the last publication whereof was fourteen days before the filing of this petition, as appears by the certificate of the publishers of said newspaper hereunto annexed.

Wherefore, your petitioner, the Claremont Railway & Lighting Company, prays that you appraise the damage occasioned said Roberts by the taking of his said land and water power appurtenant thereto, and for such orders and decrees in the premises as to your board may seem just.

THE CLAREMONT RAILWAY & LIGHTING COMPANY,

By Attorney,

F. H. BROWN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, January 31, 1905.

In the matter of the petition of the Claremont Railway & Lighting Company, a corporation duly incorporated by act, approved March 22, 1901, requesting that said board of railroad commissioners appraise the damage occasioned Alexander Roberts by the taking of certain land and water power and appurtenances thereto, situated in the town of Claremont, in said petition more particularly set forth.

Due and sufficient notice of the time and place of said hearing having been given, and notice of the hearing having been given to the selectmen of the town of Claremont, a hearing was commenced upon the said petition and continued from time to time, and on the seventeenth day of January, 1905, at eleven o'clock in the forenoon, at the office of the railroad commissioners at Concord, the petitioner appeared by its counsel and the said Roberts by his counsel.

The question of jurisdiction having been raised by the petitioner, it appears to said commissioners that there is a doubt as to the jurisdiction of said board to assess the damages for the taking of the land and water power and appurtenances as set forth in said petition, and for the purpose therein set forth, and said board of railroad commissioners declines to proceed with the hearing on said petition and declines to assess the damages as prayed for in said petition.

The proceedings before this board are continued for the time being to enable the petitioners, if they so desire, to obtain the mandate of the court with reference to the duty of the commissioners in the premises.

HENRY M. PUTNEY,
A. G. WHITEMORE,
GEORGE E. BALES,
Railroad Commissioners.

A true copy. Attest:

H. M. PUTNEY,
Chairman.

CONDEMNATION OF PRIVATE PROPERTY FOR STREET RAILWAY PURPOSES.

OPINION OF THE COURT.

The case growing out of the petition of the Claremont Railway & Lighting Company, for an appraisal of damage caused to private property owners, by the taking of their land and water power for street railway purposes, which had been pending before this board for three years in several forms, was disposed of at the December term by the following finding of the supreme court, which approves the action of the commissioners in dismissing the petition for want of jurisdiction and determines the law relating to condemnations such as was attempted by the petitioners. The opinion follows.

FINDINGS OF LAW IN CLAREMONT LIGHTING & RAILWAY COMPANY V.
PUTNEY ET AL., MCKEAN V. COOK, LYMAN V. BROWN, ETC.

No. 448 Sullivan.

Claremont Railway & Lighting Company v. Putney, et al.

Petition for a writ of mandamus brought by the plaintiffs against defendants, Henry M. Putney, Arthur G. Whittemore, and George E. Bales, as railroad commissioners, to require them to proceed and assess damages occasioned by an alleged taking by the plaintiffs of certain land, water power, and appurtenances belonging to the defendant Roberts.

Roberts owns a dam across Sugar river in Claremont by which he operates a woolen mill. The dam flows back the water of the stream easterly for a distance of three hundred feet, or more. He also owns a tract of land situated on the south side of the river, the north line of which is the middle of the stream, and extending easterly from the easterly limit of the back flow of the dam about two hundred and three feet. In the last two hundred and three feet there is a natural fall in the river of about fifteen feet, which creates a water power that has never been utilized. The plaintiffs own the land on the north side of the river, extending the entire length of the unutilized water power, and a distance of about one hundred feet further east. They also own a tract of land on the southerly side of the river above and adjoining the land of Roberts, at its easterly boundary. At the point where the plaintiffs own both sides of the river, they have erected a dam, and from the northerly end of the dam they have constructed a canal along the north side of the river to a power house, which they have erected on that side of the stream at the lower or westerly end of the unutilized water power. By means of the dam and canal the plaintiffs divert substantially all the water of the stream and do not return it to the channel of the river until it reaches the power house, thus depriving Roberts of the privilege of having the water flow by his land.

In August, 1902, the plaintiffs filed a location with the secretary of state for the purpose of condemning the unutilized water privilege and land of Roberts adjoining the same, in accordance with the requirements of chapter 158 of the Public Statutes, and applied to the board of railroad commissioners to assess the damages occasioned thereby. The railroad commissioners being in doubt as to their authority to assess damages for the taking of land and water power, for the purpose of producing electric power for the operation of an electric railway and an electric lighting plant, declined to proceed and assess the damages prayed for. This petition was then brought to require them to proceed and assess the damages occasioned by the alleged taking. Trial in the superior court at the November term, 1904, before Wallace, C. J., who dismissed the petition and ordered judgment for the defendants. The plaintiffs excepted.

F. H. Brown, Mitchell & Foster, for the plaintiffs.

Herman Holt, Streeter & Hollis, for the defendants.

Bingham, J. The plaintiffs are authorized by their charter "to acquire by contract all the property, assets, and franchises" of the Claremont Street Railway Company and the Claremont

Electric Light Company; to "construct, maintain, and operate a railroad," using any power except steam, for the "transportation of passengers, freight, express, and mail," over and upon such highways and lands within the limits of the town of Claremont "as may be necessary for the public accommodation"; to carry on in the town the business of "generating, manufacturing, producing, and supplying electricity for purposes of light, heat, and mechanical power"; to make use of the streets of the town in distributing the same; to "construct and maintain suitable buildings, dams, boilers, water and other motors, engines, electrical machinery and works as may be needed and convenient for conducting the business of said corporation"; and to "lease, hold, purchase, and acquire such real and personal estate as may be necessary and convenient in the prosecution of its business." Laws of 1901, chapter 276.

The first contention of the plaintiffs is that it is to be implied from the use of the word "acquire" in their charter that the legislature intended to confer upon them the power to take by eminent domain such property, real and personal, as might be necessary to the prosecution of their business. But the answer to this is that, as the exercise of this power is against common right, and the plaintiffs' charter does not expressly confer the power, or point out the steps to be pursued in its exercise, to make provision for compensation, the presumption is that the legislature did not intend to confer it. Private property cannot be invaded by this power without statutory authority. And statutes which are claimed to authorize its exercise are to be strictly construed. I. Lewin Em. Dom., section 240.

The plaintiffs also contend that the right of eminent domain is conferred upon them by section 4, chapter 27, Laws of 1895, as amended by chapter 93, Laws of 1901; and that under the provisions of this statute they are authorized to condemn the land of the defendant, Roberts, and the water privilege thereto appertaining, so that by means of their dam and canal they may divert the water of the stream from its natural channel and conduct it to their power house to be there used in developing electrical power. Section 4, as amended, reads as follows: "All parts of street railways, not located in a public highway, shall be laid out, located, and the location changed, under the provisions of chapter 158 of the Public Statutes; said railway corporation may take and hold in the manner provided by statute such land as may be necessary for the purposes of installing and maintaining power plants, car houses and depots, repair shops, pole lines, wires, side tracks and gravel pits; and said railway

corporation and all persons whose property shall be taken for the use of such railway corporation shall have respectively all the rights and privileges, and be subject to all the duties, restrictions, and liabilities contained in said chapter." This section is a part of the general street railway law, and such power as is there conferred the plaintiffs, as a street railway corporation, are entitled to exercise. Laws of 1895, chapter 27, section 1. The portion of the section upon which they base their claim to condemn the water privilege in question is, "Said railway corporation may take and hold * * * * such land as may be necessary for the purpose of installing and maintaining power plants."

Does this provision authorize the plaintiffs to condemn the land and mill privilege in question for the purpose of procuring power with which to operate a power plant already erected on their property? We think it does not. That the clear meaning of the clause is that a railway corporation may take by eminent domain the necessary land on which to locate or place in position for use a power plant and to keep up or maintain the same. This is giving to the words used their natural and usual meaning and such as is recognized by leading lexicographers.

The construction contended for by the plaintiffs is clearly in contravention of the intention of the legislature as expressed in the act and cannot be adopted.

Exceptions overruled.

PART VI.

ACCIDENTS.

ACCIDENTS.

DEATH OF LESLIE P. MERROW.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 13, 1904.

Investigation at Concord, December 7, 1904.

Mr. William Sanborn appeared for the railroad.

Witness: G. W. Chapman, engineer, Rochester, N. H.

On the morning of July 29, 1904, the dead body of Leslie P. Merrow was found between the rails of the Boston & Maine Railroad, in the town of Conway, near the Albany town line. It appears that Mr. Merrow was a resident of Conway, and on the evening previous he had been seen about the streets of the village in a badly intoxicated condition. He was last observed going in the direction of his home, which was about half a mile south of the station and near the tracks of the railroad. Instead of taking the highway, by which he could reach his home quite as conveniently, he chose the more hazardous route down the track. From the position in which the body was found it was apparent that he had become bewildered from the effects of the liquor he had drunk, as he had passed some distance beyond his house. There was some evidence that he had partially undressed, and it is presumed that he laid down on the track between the rails and went to sleep. The body was horribly mangled and it is evident that death was instantaneous. The evening previous to the finding of the body of Mr. Merrow, an extra passenger train was run from Conway to Sanbornville, the engine with empty cars returning to North Conway during the night. This train passed through Conway on its return a few minutes before one o'clock, and, although the engineer did not observe anything unusual, it is apparent that it was the engine of this train which struck and killed Mr. Merrow.

The fatality was due to the intoxication of the victim, and he alone could have prevented the accident.

GEORGE E. BALES,

For the Board.

DEATH OF ARTHUR F. MERRILL.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 13, 1904.

Investigation at Concord, December 7, 1904.

Gen. John H. Brown appeared for the railroad, and Mr. Frank P. Merrill of Concord, father of the deceased, was present at the hearing.

Witnesses: F. L. Watson, brakeman, Concord, N. H.; Albert L. Langley, Laconia, N. H.

Mr. Arthur F. Merrill on October 5, 1904, was employed by the Boston & Maine Railroad as middle freight brakeman on the train leaving Concord at 4.10 A. M. for Lakeport, drawn by engine No. 226. On arriving at Lakeport this train drew on to what is known as the long siding, in order to let an extra train pass, and then backed on to the main line near Water street and below the engine house. Mr. F. L. Watson, a fellow brakeman on said train, testified that at this time Mr. Merrill was riding on the pilot of the engine. When about sixty feet from the long siding Mr. Waston, who was riding in the gangway of the engine, heard some one cry out, and, immediately getting off, found Mr. Merrill lying beside the track, having been run over by the pony trucks of the engine. This accident occurred at about 8.45 A. M., and the injured man was carried at once to the Cottage Hospital, where he died at about 2.30 o'clock in the afternoon.

Mr. Albert L. Langley, the only witness to the accident, testified that Mr. Merrill fell from the engine when about two car lengths above the Water street switch, and that the train was quickly stopped; only the engine and about half a car having passed the place where he fell.

The evidence showed that it is the custom among brakemen in operating the switches in this yard to ride from switch to switch on the engine when convenient, thus saving the little additional time and trouble that would be occasioned in walking the distance. While Mr. Merrill was thus riding on the pilot of the engine he, in some unaccountable manner, slipped and fell. The evidence in this case showed that there was no unusual jar or lurch of the engine, and no fault is attached to any employee of the railroad, as this accident was occasioned by Mr. Merrill's assuming the risk to himself in riding on the pilot of the engine in preference to walking between the switches.

A. G. WHITEMORE,

For the Board.

DEATH OF HARRY F. GOULD.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 13, 1904.

Investigation at Concord, December 7, 1904.

Gen. John H. Brown appeared for the railroad.

Witnesses: John Murray, section foreman, Ashland, N. H.; George Tupper, laborer, Plymouth, N. H.; Dr. E. L. Bell, Woodstock, N. H.

Harry F. Gould, a young man about twenty-seven years of age, a resident of Warren, N. H., and employed there as a section man, left Meredith on the train known as the "cannon ball," reaching Plymouth about nine o'clock Saturday evening, October 22, 1904. An acquaintance saw him alight from the train and noticed that he was under the influence of liquor. Engaging him in conversation, he ascertained that Gould was not disposed to go to his home in Warren, but, on the contrary, was determined to return to Meredith. Upon learning that he could not at once return by train, he attempted to engage a team at a local livery stable, but owing to his intoxicated condition a conveyance was refused him. Although there was no evidence submitted on this point, it is fair to assume that he then started on foot down the railroad track in the direction of Meredith. Although diligent search was made, no one could be found who afterwards saw him alive. On the following Monday, Engineer Edward White of freight train No. 4 reported to the section foreman at Ashland that a dead body lay beside the track, between Bridgewater and Plymouth. Upon investigation it was found to be that of Harry F. Gould. The body was found down an embankment near the fence and distant about twenty-five feet from the rail. The appearance of footprints just outside the end of the ties at a point nearly opposite where the body was found indicated that the man was walking along the track and had stepped aside to avoid a train, but was not a sufficient distance away to escape being struck by some portion of a passing train. Medical testimony was presented to the effect that the injuries sustained were of such a character as to produce instant death. The fact was also established that the man must have been dead at least twenty-four hours, and probably longer. There are no crossings within a mile of the spot where the body was found. Mr. Gould was clearly a tres-

passer, and the board are of the opinion that the fatality occurred in the manner suggested. Several trains had passed each way during the night, and while none of their crews saw him and there is no evidence as to which struck him, he was doubtless hit by one of them and instantly killed. The victim alone was responsible for the accident.

GEORGE E. BALES,
For the Board.

DEATH OF MRS. JAMES CALDON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 17, 1904.

Investigation at Concord, December 7, 1904.

Gen. John H. Brown appeared for the railroad.

Witnesses: H. G. Corliss, engineer, Woodstock, N. H.; E. J. Rogers, fireman, Concord, N. H.; Henry L. Dearborn, conductor, Woodstock, N. H.; J. L. Wallace, car inspector, Plymouth, N. H.; John W. Wallace, section hand, West Thornton, N. H.

Mrs. James Caldon, a resident of Thornton, N. H., on the morning of June 20, 1904, boarded, at Thornton, a passenger train, which left North Woodstock at 6.45 and Thornton at 7.15 A. M. This was a mixed train made up of fifteen freight cars, a passenger car, and a combination. The passenger and combination were hitched to the rear of the train; the combination, which consisted of baggage and smoker, being the rear car. As the train was proceeding south, two miles south of the Thornton station and just before approaching covered bridge No. 171, over the Pemigewasset river, by reason of a broken flange, a freight car, the fifth ahead of the passenger, was thrown from the rails and came in contact with the side of the bridge, causing the train to break apart and a sudden stop on the part of the rear cars. The car immediately in front of the passenger was loaded with spruce lumber, and as the passenger car had not left the rails, the momentum of the rear cars at the instant the freight cars came in contact with the bridge was so great that the lumber on the freight was telescoped back into the passenger car, striking Mrs. Caldon (who was sitting in a seat near the forward end of the car) in such a manner that she was killed almost instantly, only breathing a few times after being taken

out from under the lumber. There were six other passengers in the car that were more or less injured.

Of the fifteen freight cars twelve were supplied with air brakes, and when the train broke apart the forward end ran some three hundred feet before coming to a full stop, and the five following cars were wrecked in the bridge. The passenger cars were properly placed on the rear of the train.

The accident was caused by the breaking of the flange on one of the freight car wheels, which from an examination appeared to be perfectly cast and revealed no flaw or defect. What caused the flange of the wheel under the freight car to break we are unable to state, as the train was moving at a moderate and reasonable speed, and there was no evidence of any defect in the rails or road bed at this place.

From the evidence submitted we find that the cause of the accident was not any want of ordinary care on the part of the railroad or its employees.

A. G. WHITEMORE,

For the Board.

DEATH OF C. H. BEEDE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 19, 1904.

Investigation at Manchester, December 13, 1904.

Witnesses: Charles O. Hill, engineer, Portsmouth, N. H.; George Hobbs, conductor, Portsmouth, N. H.; James Wright, Portsmouth, N. H.

When passenger train No. 75, running from Boston to Portland, arrived in Portsmouth on the evening of November 10, 1904, the engineer discovered a dress suit case on the forward end of the engine. A train was sent back over the track, and when near Hayes' crossing they found the body of a man, which had been found by James Wright, an employee on the Hayes farm, who was on his way to the pumping station, and as he crossed the track saw the body lying across the rail. He moved it to the side of the track and telephoned for the coroner. Upon investigation it was found to be the body of C. H. Beede, who had been in Boston looking for work, and, as he had a sister living in Portsmouth, it was presumed that he was making his way on the railroad track to that city. None of the train crew

on No. 75 saw anything of the man, but the crew of No. 247 saw a man walking on the track with a dress suit case a short time before No. 75 passed.

H. M. PUTNEY,
For the Board.

DEATH OF E. L. FLANDERS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 19, 1904.

Investigation at Manchester, December 13, 1904.

B. A. Pease, Esq., appeared for the heirs of Mr. Flanders.

Witnesses: William W. McDonald, brakeman, Nashua, N. H.; Clarence Sargent, brakeman, Nashua, N. H.; Edward Carle, brakeman, Nashua, N. H.; H. D. Melendy, Hudson, N. H.; Henry A. Perkins, Hudson, N. H.

E. L. Flanders, a yard conductor, on the twenty-fifth day of November, 1904, went to Mr. H. D. Melendy's box mill siding in Hudson, with an engine and two cars, following train No. 17. He was to leave the cars and draw out from the siding some cars loaded with lumber, and, as he had to wait for train No. 312 before he could return, Mr. Melendy said that he had one car nearly loaded, and it would take him only about fifteen minutes to complete it, and that while Mr. Flanders was waiting he could complete the loading of the same. This car was standing in front of a shed adjoining the mill siding, and the gang plank connecting the car with the platform was down and the engine and some other cars were set in on the siding by direction of Mr. Flanders. Mr. Flanders informed Mr. Melendy that as they had fifteen minutes to wait there would be no objection to his completing the loading of the car, and for that reason the gang plank was not removed. When the engine and cars were run in on the siding the partially loaded car was moved from its position in front of the loading platform. As soon as Mr. Melendy and Mr. Perkins, an assistant who was loading the car, saw the car moving they immediately left the shed, but Mr. Flanders jumped between the car and the platform and attempted to remove the gang plank from the moving car, but before he could detach it from the same it had moved forward with the car and struck the side of the shed, causing it to swing around in such a way as to pin Mr. Flanders between the car

and the gang plank. The car, after moving a few feet, stopped, and the running board, as soon as possible, was lifted releasing Mr. Flanders from his perilous position. He was taken to the office and soon died from the results of his injuries.

This train was under Mr. Flanders direction, and the gang plank was allowed to remain on the car, he assenting to the same, and when the car was seen to move, Mr. Flanders, instead of leaving the shed as the other men about him did, attempted to release the gang plank from the car, and in this attempt he was caught between the plank and the moving car in such a manner as to receive the fatal injuries. It proved to be a perilous undertaking which he attempted, for had he allowed the plank to remain no damage could have resulted other than a slight injury to the shed. When the engineer was given the signal to back on to the siding he was not informed, nor could he observe from his position on the engine at the head of the train, the condition of the car in the loading shed, as it was impossible for him to see that the gang plank was down, and, as the cars were to be removed from the siding, it was reasonable for him to suppose, not being informed to the contrary, that the cars were loaded and ready for shipment. No blame attaches to him or any other employee connected with the train.

A. G. WHITTEMORE,

For the Board.

DEATH OF FRANK S. KIDDER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 19, 1904.

Investigation at Manchester, December 13, 1904.

Witnesses: Robert J. Roland, conductor, Concord, N. H.; John W. Carter, brakeman, Concord, N. H.; Albert J. Blake, engineer, Concord, N. H.

Frank S. Kidder of Concord was fatally injured in the railroad yard in that city at 10.45 A. M., December 4, 1904. He was about forty-five years old, and at the time of the accident was in the employ of the railroad as a yard brakeman. Mr. Kidder, who was an experienced man, was at work with fellow employees shifting passenger cars. He was entirely familiar with this work, having been employed in this yard for nearly five years, and in this particular kind of work for several months. As

usual orders were given to shift the cars one by one. A shifting engine with one passenger car attached to the head end of the engine was run on to a track upon which other passenger cars were standing for the purpose of drawing them out as ordered. Kidder, knowing just how the shifts were to be made, apparently, stepped between the cars, which were standing on the track, to draw the pin, taking advantage of the slack when the hitch was made. None of the crew saw the accident, but almost immediately thereafter the unfortunate man was seen by several lying upon the ground just outside the rail and beside the steps of the car. As the cars were standing on a slight curve, Kidder being on the short side, the space between the steps was thereby diminished. Apparently he miscalculated the distance between the steps, or possibly was not sufficiently alert in the discharge of his duty. An examination of the victim revealed the fact that his head was badly crushed. Though unconscious, there were slight signs of life, and he was removed to the hospital, but died shortly after reaching there. The trainmen testified that there was no unusual movement of the engine, that the contact of the cars was only of such force as was necessary to make the hitch. As it was clearly a part of Kidder's duty to draw this pin, and, in view of his experience as a railroad man, and the fact that there was no evidence that the engine was improperly operated, thereby bringing the cars together with undue or unusual violence, no blame for the accident can be attributed to any of the employees of the railroad.

GEORGE E. BALES,
For the Board.

DEATH OF JAMES W. CORNELL.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 20, 1904.

Investigation at Manchester, N. H., December 13, 1904.

Witnesses: Charles A. Wentworth, freight handler; Carl Everingham; Earl Coburn, all of Dover, N. H.

On October 22, 1904, James W. Cornell, a boy about twelve years of age, accompanied by several playmates, went to the Dover freight yard. One of his companions had an air rifle with him, which the boys intended to use to shoot sparrows

that gather about the depot to pick up scattered grain, and after trying the air rifle a few times with no success, this boy began gathering up lead seals, saying he wanted them to melt into bullets. By the side of the freight house depot platform there is a freight side track, and standing on the same were several freight cars. As young Cornell was crawling over the rails under the cars on to the platform side hunting for lead seals, the shifter at work in the yard run on to this siding a car, which came in contact with the cars standing there, causing them to move some three or four feet, and as Cornell was in the act of crawling over the inner rail as the cars started back one wheel of a freight car run over one leg, pinning the boy to the track. As soon as he was discovered in this perilous position his companions shouted to the men in charge of the shifter, and as soon as the same could run back and couple on to the car his leg was released. The lad was taken out and a physician sent for, and later he was carried to the Hayes hospital. The accident occurred at 10.30 A. M., Saturday, and he died at about noon the next day. A short time before the accident the boys were seen around the freight depot and ordered away by Mr. Wentworth, the delivery clerk at the freight house, but instead of leaving they passed around to the other side of the cars and the other end of the depot out of Mr. Wentworth's sight. Had they obeyed his instructions this accident would not have happened.

Young Cornell was a bright, promising lad, and his untimely death is a sad loss to his parents and playmates. A freight yard has a fascination for boys, and every precaution should be taken to keep them away from the same, as the shifting and moving of cars in and about freight yards makes it a very dangerous place for children.

The engineer and fireman on the shifter that set the car in on to the freight side track that caused the injury to young Cornell had no knowledge of his presence under the car and were performing their work in the usual and customary manner, and we find that no blame could be attached to them, and this accident is the result of the boy's attempting to cross the track under what seemed to be a stationary car without realizing the danger he was subjecting himself to by reason of the liability of the car moving in the manner described.

A. G. WHITTEMORE,

For the Board.

DEATH OF FRED AUBIN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, February 21, 1905.

Investigation at Concord, February 14, 1905.

Mr. Edward K. Woodworth appeared for the railroad.

Witnesses: Henry H. Sinclair, engineer, Somersworth, N. H.; Charles R. Fritz, fireman, Somersworth, N. H.; Haven Doe, agent, Somersworth, N. H.; Napoleon Couture, Somersworth, N. H.; Fred Riggs, Somersworth, N. H.; Daniel Cronin, Somersworth, N. H.

At half past six o'clock P. M., November 29, 1904, Hiram Doe, the station agent of the Boston & Maine railroad at Somersworth, having been notified by Daniel Cronin, the tender of the Wallace street crossing, about half a mile below the station in that town, that a man had been run over and killed near that point, went there and found the dead body of Fred Aubin, who lived in Berwick, just across the river, in Maine, and had spent the day in Somersworth drinking to excess, which was his habit. About six o'clock that evening he called at the house of a friend, sick from the effects of a prolonged debauchery and badly intoxicated, and after staying a few minutes went out to go home through an alley way leading to Main street. This was the last seen of him alive. Wallace street is between his friend's home and the station. But he did not need to go there to reach the street leading across the river to his home, and why he was upon the tracks, four hundred feet above that crossing, where he was run over by train 816 and killed is not known. He may have been wandering about not knowing where he was or with an idea that he would go to the station instead of home, but this is only conjecture. The engineer and fireman, who were on their seats looking out, think he must have fallen down and been lying between the rails, because they saw nothing of him, as they are confident they would have done if he had been walking or standing on the track. They first heard of the accident when they reached Portsmouth.

Mr. Aubin's death is undoubtedly chargeable to his intoxication, which deadened his senses, and made it impossible to take care of himself. Had he been sober he would not have been upon the track, and if he had been, probably would not have been struck.

H. M. PUTNEY,
For the Board.

DEATH OF HERMAN C. DYER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, February 17, 1905.

Investigation at Concord, February 14, 1905.

Mr. Edward K. Woodworth appeared for the railroad.

Witnesses: Edward Josselyn, Rochester, N. H.; Dr. John H. Neal, Rochester, N. H.; Mrs. Ansel Guptill, Berwick, Me.; Miss Mattie Ellis, Somersworth, N. H.

Mrs. Ansel Guptill of Berwick, Me., and Miss Mattie Ellis of Somersworth, who had spent the day with friends in Milton, were returning to their homes on the regular passenger train, which reached Rochester at 6.08 P. M., December 3, 1904. When they left Rochester and had just passed Portland street, they saw a man pass through the car in which they were seated facing each other, go out through the door, which he left open, and down upon the steps, out of their view. His clothing was muddy, his coat collar was turned up and his general appearance was that of a man who was partially intoxicated.

As he went out, Miss Ellis remarked to her companion that the train was going too fast for him to get off safely, but as they heard nothing more of him they proceeded to their homes not knowing what befell him. A few moments later, a young man, Harry Hoyt, informed the baggage master at Rochester that a dead body was upon the tracks below the Portland street crossing. It proved to be the remains of Herman C. Dyer, the man whom the ladies had seen pass through the car and down the steps. His home was in Milton, and, as was afterwards ascertained, he went to Rochester that morning and spent the day there with some dissolute companions, drinking to excess, which is all that is positively known of the happenings that led up to his death. But in all probability he went to the station to take a train home, which was due about that time, and, mistaking for it the one going in the opposite direction, boarded that, and when he found he was wrong tried to step from it, fell under the wheels, and was instantly killed. None of the train men knew anything of the accident until they reached the next station, and a searching investigation by the county authorities elicited no material facts except those stated above.

H. M. PUTNEY,

For the Board.

DEATH OF EDWARD C. HARRIS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, February 17, 1905.

Investigation at Concord, February 14, 1905.

Mr. Edward K. Woodworth appeared for the railroad and Mr. A. F. Wentworth for the administrator, Mr. Charles K. Harris.

Witnesses: Heber W. Hull, conductor, Plymouth, N. H.; George D. Peebles, engineer, Plymouth, N. H.; Frank H. Foster, fireman, Plymouth, N. H.; Herbert F. O'Donnell, Plymouth, N. H.; Sidney W. Comstock, Plymouth, N. H.

Edward C. Harris, a barber employed at the Pemigewasset House, in Plymouth, was engaged by Mr. Sherman, a traveling salesman, to drive him to Campton December 29, 1904, which he did. At Campton Mr. Sherman decided to return another way, and Mr. Harris drove back alone. He reached the Cass house crossing between Livermore Falls and Plymouth at the same time train No. 106 from Lincoln did, at 4.03 o'clock P. M., was struck by its locomotive, thrown from the sleigh and killed.

It was a cold, disagreeable day, and Mr. Harris, who wore an ulster, was driving with the coat collar turned up to protect his face. The horse he was driving was a hired one and a good traveler. Views between the railroad and the highway are obstructed somewhat by the Cass house and some embankments, but there are openings through which one may see a train from the highway back to the whistling post. The train was on time, running twenty or twenty-five miles an hour, the whistle had been blown eighty rods back, and the bell was ringing. There is a down grade from Livermore Falls nearly to the crossing, and the highway descends sharply for nearly one hundred rods before reaching the track, so that the crossing is practically at the foot of two hills. George D. Peebles, the engineer, testifies that having blown the whistle he sat on his seat looking out, and when he was within about forty feet of the crossing he first saw the team about thirty feet from it in the highway, going very rapidly, and at once shut off the steam and applied the brakes, but was of course unable to stop or to much reduce his speed in going forty feet. The train ran about four hundred feet before it stopped. He says further that Mr. Harris was looking straight ahead and did not slacken the speed of his horse before he was struck.

Herbert F. O'Donnell, an intelligent boy, fifteen years of age,

whose home is in Plymouth, testifies that before the accident he was driving to the village with another boy named Hinds, and when they were at Rowe's Corner, at the top of the hill, about half a mile from the railroad, Mr. Harris passed them, and they followed him at a sharp gait about three rods behind until they were opposite the Cass house and he had reached the track. They heard the whistle and saw the train when it was on the intervale, and seeing later that he was rushing into danger, shouted to him, but he paid no attention and went on, while they stopped and saw him struck. The story of this boy agrees as to the important facts with that of the engineer and fireman and is undoubtedly true. It is, therefore, to be concluded that Mr. Harris, having a speedy horse and being desirous of reaching Plymouth as soon as possible, drove down the hill and upon the track without exercising any care; that he was so bundled up in his clothing that he did not hear or see the train and that the warnings of the trainmen, which were all that were required by the rules, were unnoticed by him.

While the crossing is in some respects a blind one, he certainly would not have been killed if he had been as vigilant and prudent as the boys who were driving behind him.

Until grade crossings are abolished or people have to pay some attention to trains when using the highways, such accidents must be classed as inevitable.

H. M. PUTNEY,
For the Board.

DEATH OF MRS. ROXANNA FRENCH.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, February 27, 1905.

Investigation at Manchester, February 21, 1905.

Mr. Edward K. Woodworth appeared for the railroad, and Mr. F. O. Chellis of Newport for the administrator.

Witnesses: Fred N. Carr, engineer, Springfield, Mass.; James E. Reed, fireman, Springfield, Mass.; Frederick A. Stebbins, brakeman, Springfield, Mass.; George H. Messer, South Charlestown, N. H.; Milan D. Corliss, South Charlestown, N. H.; William Dorsey, North Charlestown, N. H.

At Bowens crossing, which is three or four miles north of Bellows Falls, upon the Boston & Maine railroad at South Charlestown, the track runs nearly north and south upon the

highway at right angles. In the angle between the two on the south side of the highway and east of the railroad there is a small building twenty-five or thirty feet from the main track. As freight train No. 263 from Springfield to White River Junction was nearing this crossing, and about three hundred feet away, on the afternoon of February 21, 1905, Fred N. Carr, the engineer, saw a woman walking in the highway towards the track, having just come into view from behind the building. He at once gave the usual warning whistle, supposing she would stop, and an instant later, seeing that she kept straight ahead, gave the danger signals and threw the brakes into the emergency. She gave no heed to the warning, but walked ahead unconscious of any danger. A section man, who was at work close by, saw what peril she was in and rushed to stop her, but before he could do so she was so near the rail that the cylinder of the locomotive struck her, turning her around, throwing her down, and so injuring her that she died in a few minutes. The train, which was running thirty or thirty-five miles an hour, was stopped as soon as possible above the crossing, and some of the crew returned to the place of the accident, but finding that neighbors and friends were caring for the victim, proceeded on their way. The woman who was killed was Mrs. Roxanna French. She was seventy-three years of age and so deaf that she could only converse with the aid of an ear trumpet. She was going from her home to the house of George H. Messer, which is on the opposite side of the track from hers and forty rods distant, for the mail, as she had been accustomed to do several times a week for ten years, when she was killed.

The train was a little late, but was running as usual, and all the crew were in their places attending to their duties. The whistle had been blown for the crossing and the bell was ringing. The engine men did everything possible to prevent the accident, and so did the section man. Whether Mrs. French would have seen the train if the building referred to, which is the only thing that obstructed her view at any point, had not been there may be questioned, but it is certain that if she had not been very deaf she would have heard the warnings and saved her life.

H. M. PUTNEY,
For the Board.

DEATH OF LESLIE M. McDONALD.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, February 28, 1905.

Investigation at Manchester, February 21, 1905.

Mr. Edward K. Woodworth appeared for the railroad.

Witnesses: Adam R. Snell, engineer, Manchester, N. H.; J. K. Martin, conductor, Concord, N. H.; G. W. Muzzey, Goffstown, N. H.; Robert Bunton, Goffstown, N. H.

Leslie M. McDonald, a brakeman in the employ of the Boston & Maine Railroad, was fatally injured while in the discharge of his duties upon a freight train at Goffstown, January 19, 1905.

The train, which consisted of the engine and twelve or fifteen cars, left Manchester about nine o'clock in the morning, stopped at Grasmere, and ran to the Goffstown station and stopped to set off some cars upon the side track. While the crew was making this set off, Mr. McDonald was upon the top of a box car for the purpose of handling the brakes, and having let them off at the proper time, attempted to go down upon the ladder of the car and step upon the next one, which was a coal car. In trying to pass to the coal car he slipped, fell between the two, was run over and instantly killed.

He was about thirty years of age, had had seven or eight years' experience in railroading, and was an intelligent, sober, careful man. The train was not running more than four miles an hour when he fell; there was no ice or snow upon either car, and the ladder and platform appear to have been in good condition. Several men saw him as he passed down the ladder and when he fell, but none can give a reason why he slipped.

H. M. PUTNEY,

For the Board.

DEATH OF FREDERICK SWAHN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., March 1, 1905.

Investigation at Manchester, N. H., February 21, 1905.

Hon. Oliver E. Branch and Edward K. Woodworth, Esq., ap-

peared for the railroad, and Sherman E. Burroughs, Esq., for the estate of Mr. Swahn.

Witnesses: A. C. Gilbert, engineer, Concord, N. H.; George T. Linahan, fireman, Concord, N. H.; John G. Rilander, Manchester, N. H.; Mrs. Christine Johnson, Manchester, N. H.; William Murphy, Manchester, N. H.; Joseph Noel, Manchester, N. H.; Hiram P. Wilson, conductor, Concord, N. H.

Frederick Swahn, a factory employee, about seventy years of age, while crossing the Boston & Maine Railroad at what is known as the Stark Mills crossing, in Manchester, on his way to his work shortly after 6.35 o'clock, on the morning of January 6, 1905, was struck and instantly killed by the locomotive of a southbound passenger train. This train, known as the Canadian Pacific Express, was scheduled to leave Concord at 5.15 o'clock A. M., but on the morning on which the accident occurred was about one hour late. Mr. Swahn, who resided on Canal street, near the Stark Mills crossing, was observed by several persons from the time he left his house until he was struck by the locomotive. The mill gates are closed at 6.40 o'clock, and Mr. Swahn was apparently in great haste to reach the mill before that time. Mr. John G. Rilander, assistant foreman in the cloth room of the Stark Mills, who was sitting by a window which afforded an unobstructed view of the crossing and approach from Canal street, observed Mr. Swahn as he left his house, and noticed that he was hurrying. When Mr. Swahn was about at the center of Canal street, Mr. Rilander's attention was otherwise taken up and no further thought was given the matter until a few moments later, when the unfortunate accident became known. Mr. Rilander testified most emphatically that he heard the whistle and knew that a train was approaching before he saw Swahn leave his house. His attention was especially attracted, as the whistle sounded unusually loud that morning. Other testimony was submitted by fellow employees to the effect that Mr. Swahn continued across Canal street, and as he went on the railroad tracks he seemed to quicken his pace, and was running rapidly when hit by the train. All of the witnesses testified that they distinctly heard the whistle, and all, save the victim, knew that a train was approaching. It did not appear, however, that Swahn was aware of the fact that a train was coming, as he did not turn his head in the direction of the train, and to all appearances was simply intent upon reaching the mill before the gates were closed.

While it was not known that his hearing was impaired, it is significant that he paid no attention to shouts of warning, which were distinctly heard by others.

The morning was cloudy, some snow was falling, and as usual upon such a morning the smoke and steam was beaten down about the engine. No one upon the train was aware of any accident until it reached Lowell. The engineer, who was an experienced man, familiar with this run, aware of the fact that it was about time for the mill gates to be closed, testified that he shut off steam at Amoskeag and applied the brake, thereby greatly reducing the speed of the train. He further testified that the whistle was sounded for Dean and Bridge streets, also for the Stark Mills crossing, where the fatality occurred, and again for Central street. As whistling is required only for Bridge and Central streets, employees in the mills and others who might have occasion to use the crossing were given an unusual warning upon this particular morning.

The trainmen testify, and there is nothing to contradict them, that the bell was ringing continuously from Amoskeag to the Manchester station. The victim had been accustomed for many years to pass over the tracks at this crossing and was fully acquainted with all the surroundings. That he believed he had sufficient time to cross the track before the train reached the crossing, and was hurrying for this purpose is hardly probable from the fact that at no time did he look towards the train or appear to have any knowledge of its approach. It appears rather that he was probably unaware of the fact that the Canadian Express was late that morning, and knowing that no train was due at that time, had in mind that he had but a few moments in which to reach his work before the closing of the gates, and that this thought controlled his actions.

The train was without doubt running very rapidly, but even had the speed been moderate, considering the manner in which this man came upon the track, it would not have been possible to have averted the accident. We cannot see that any trainmen can be held in any way responsible for this accident. Crossings of this character are dangerous, and prudence must be exercised by all who have occasion to pass over them. The victim of this accident, perhaps ordinarily cautious and prudent, for the moment was indifferent to every reasonable regard for his safety and rushed on to his death.

GEORGE E. BALES,
For the Board.

DEATH OF JOHN T. ROBINSON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., March 1, 1905.

Investigation at Manchester, N. H., February 21, 1905.

Hon. Oliver E. Branch and Edward K. Woodworth, Esq., appeared for the railroad and Sherman E. Burroughs, Esq., for the estate of Mr. Robinson.

Witnesses: Hiram P. Wilson, conductor, Concord, N. H.; Frank Butterfield, engineer, Concord, N. H.; Roland C. Carter, fireman, Concord, N. H.; Frank C. Peltier, conductor of freight train.

Mr. John T. Robinson, about forty years of age, while walking on the track of the Boston & Maine Railroad, at a point about three hundred and fifty feet south of the Brewery crossing, so called, in Manchester, was struck and fatally injured by the locomotive attached to passenger train No. 30, going south from Manchester at about 6.53 A. M., January 11, 1905.

The passenger train, which is known as the Canadian Pacific Express, was an hour and eight minutes late that morning. When first observed by the engineer and fireman of this train, Mr. Robinson was walking leisurely in a southerly direction on a side track, suddenly he turned and stepped upon the main track directly in front of the approaching train. The engineer at once gave the danger signal and threw the brake into the emergency. Robinson didn't appear to realize his perilous situation, and, although the whistle was constantly sounded, he did not look toward the train until it was within about fifty feet of him. Instead of attempting to return to the side track, he apparently became bewildered and rushed toward the north-bound track, upon which a freight train was passing. He was struck by the engine of the express and was hurled against the freight train, and thereby received the injuries which resulted in his death.

The movements of Mr. Robinson were also observed by Mr. Frank C. Peltier, conductor of the freight train, which was running north into Manchester. From his position on top of a car, near the rear of his train, he saw him walking on the side track, and his testimony corroborates that of the engineer and fireman of the express, as to his stepping in front of the train and his failure to notice its approach.

Mr. Robinson was employed in the Gerrish Wool & Leather Company, the manufactory being located east of the tracks and

south of the point where he was struck. He was evidently on his way to work and chose the railroad tracks in preference to a safer course, as it may have shortened the distance he had to travel. While it is entirely a matter of conjecture, it seems probable that his attention was upon the freight train, and, hearing the whistle, might have thought it was that of the freight locomotive which had passed. When, however, he turned about and fully realized his danger, he was completely bewildered and sacrificed every possible chance for safety by rushing in the direction of the passing freight train.

It does not appear that he had any right upon the track; but even if he had sufficient reason, his want of that ordinary prudence, which men are expected to exercise, was the sole cause of his death. The trainmen did all in their power, and all that is customary in such cases, to prevent the accident.

GEORGE E. BALES,

For the Board.

DEATH OF FREDERICK S. WORTHEN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 27, 1905.

Investigation at Manchester, March 24, 1905.

Mr. Edward K. Woodworth appeared for the railroad, and Mr. Allan M. Wilson for the estate of Mr. Worthen.

Witnesses: James L. Gordon, engineer, Concord, N. H.; Louis Sanderson, fireman, Concord, N. H.; Hiram P. Wilson, conductor, Concord, N. H.; Frank P. Ring, brakeman, Concord, N. H.

Frederick S. Worthen, a man eighty years of age, who was employed as a cooper in the Swift rendering establishment at South Manchester, was killed while returning from his work to his home, upon the Brewery crossing, so called, at 4.51 o'clock P. M., March 11, 1905, by passenger train No. 95, from Boston. As the train approached the Brewery crossing, James L. Gordon, the engineer, and Louis Sanderson, the fireman, saw Mr. Worthen upon the crossing between the main line and the siding, walking towards the main line on which the train was running, about ten feet from it. The engineer at once gave the danger signal and threw the brake into the emergency, stopping about one hundred feet above the crossing, but not until the old man

had been struck and instantly killed. The engineer and fireman both testify positively that the whistle was blown for the crossing at the post eighty rods below, and that the bell was ringing; that the train was running as usual and all the machinery was in perfect order, and there is no reason to doubt their testimony. They agree that Mr. Worthen paid no attention to the whistles but walked straight ahead, apparently unconscious that he was near a track, or in any danger, which can not be satisfactorily explained, for he had worked there and used the crossing and been familiar with the trains nearly twenty years, and was in the possession of all his senses and vigorous and alert for one of his age. There is no evidence that any railway employee did, or failed to do, anything censurable in the case.

H. M. PUTNEY,

For the Board.

DEATH OF LOUIS MORAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 28, 1905.

Investigation at Manchester, March 24, 1905.

Mr. Edward K. Woodworth appeared for the railroad.

Witnesses: Peter Moffitt, section man, Woodsville, N. H.; Gus Dow, engineer, Woodsville, N. H.; Charles E. Winslow, fireman, Woodsville, N. H.

Louis Moran, a man eighty-six years of age, who had spent the night at the house of his son, just above the junction of the two tracks that form the Boston & Maine Y at Woodsville, started with an axe upon his shoulder to go to his work as a woodchopper, about nine o'clock A. M., January 18, 1905, and, going down to the railroad, passed on to the south or left hand track of the Y. At that point he heard a train coming from the north, and, thinking that it was going upon that track, he hurried from it and jumped across to the north or right hand track, which was only three or four steps away. The train took the north track, passing the switch just in season for Mr. Moran, who was evidently greatly excited, to run into the locomotive and be hurled by it to the ground with such force that he was instantly killed.

These facts are established by the testimony of Peter Mof-fit, a section man who was at work near by and saw Moran from the time he passed upon the track until he jumped into the side of the engine or pilot. The trainmen did not see him, and if they had it would have made no difference, for there was not the slightest reason to suppose he would leave the south track, where he was safe, and attempt to go to the north track, on which they were to run after passing the Y switch. If any one was at fault it was the man who was killed, where he had no legal right to be, upon the railroad, away from any public highway.

H. M. PUTNEY,
For the Board.

DEATH OF HARLEY WRIGHT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 28, 1905.

Investigation at Manchester, March 24, 1905.

Mr. Edward K. Woodworth appeared for the railroad and Mr. E. H. Wason and Mr. J. J. Doyle for the estate.

Witnesses: Henry Armstrong, engineer, Nashua, N. H.; Harry Harmon, fireman, Nashua, N. H.; John Betters, conductor, Nashua, N. H.; Leon S. Smith, brakeman, Nashua, N. H.; John A. Small, brakeman, Nashua, N. H.

On March 3, 1905, an extra freight train, No. 661, reached the Nashua west yard about 8.30 o'clock in the evening. Here the cars were cut off and left, and the engineer, with his fireman, conductor and the three brakemen, started with the engine and buggy or caboose to go up to Nashua Junction to leave the engine and buggy for the night, that being according to orders and custom. They proceeded very slowly, passing over a number of streets, until they had just passed the Main street crossing, about half a mile from the west yard, when the engineer heard some one shouting to him to stop, which he did. The man who shouted was John A. Small, one of the brakemen, who had been riding upon the rear platform of the buggy with John Betters, the conductor, and as they were between Elm and Garden streets felt a slight jar, which signified to them that they had run over something. Betters remarked that they had better stop the engine, which was running very slow, because

the engineer had slowed up to avoid injuring a lady and child, who were upon Hollis street, and Small jumped off and ran ahead, shouting and giving the stop motion to the engineer, who responded by bringing his engine to a standstill a few feet beyond Main street. Small then ran back to learn what the trouble was, and found upon the track, between Garden and Elm streets, about 200 feet from Main street, Harley Wright, a man twenty-three years of age, who had been struck by the engine and so injured that he died the next morning at the hospital, to which he was taken. Between Elm and Garden streets beside the tracks and standing parallel to them there is an elevator and an old shoe shop, which are within about four feet of the railroad. The space between them and the railroad was at that time filled with ice and snow two or three feet thick, which had been thrown from the track, and it was, if not impossible, impracticable for any one to walk or stand beside these buildings when a train was passing without being struck by it. Mr. Wright was found opposite the shoe shop, about a hundred feet from the Elm street crossing. He lived on Kinsley street, and had an interest in a stable kept by his brother at the Laton House, and in going from there to his home he naturally passed down Main or Garden streets. The evidence does not disclose to us why he was upon the railroad that night, but the most reasonable presumption is that he was on his way home, and upon reaching the crossing attempted to walk beside or on the track to the next one. From the position in which he was found it is perhaps a fair inference that he became aware of the approach of the engine and tried to step out of its way upon the snow bank, between the shoe shop and the rail, slipped and fell back under the wheels, but as he was not seen to do this by any one it is uncertain. The locomotive's headlight was burning, the whistle had been blown for a crossing below, the bell was ringing, the engine was moving very slowly and was under perfect control. It was a clear, cold night and the ground was covered with snow. The flagmen, who are on duty during the day at both the Garden and Elm street crossings, had gone home at eight o'clock as usual. Possibly if they had remained later they might have saved Mr. Wright, but probably not, for he was killed at least sixty feet from any crossing, and there is no evidence before us to warrant criticism of any of the railroad employees, the rules under which or the machines with which they were working.

H. M. PUTNEY,

For the Board.

DEATH OF JOSPEH KEEOUGH.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 24, 1905.

Investigation at Manchester, April 21, 1905.

Mr. Edward K. Woodworth appeared for the railroad.

Witnesses: William C. Small, conductor, Concord, N. H.; E. L. Lockwood, brakeman, Concord, N. H.

Joseph Keeough, a young man whose home was in Montpelier, Vt., but who was of a roving disposition and had worked in several places, left the situation in which he was employed in Enfield, April 2, 1905, intending to go to Lowell, Mass. Upon inquiry he learned that there was no passenger train by which he could reach Lowell that day, which was Sunday, and he therefore walked to East Lebanon, and near the station at that place, at 5.15 o'clock P. M. met freight train No. 660 from Lebanon to Concord, which was drawn by two engines, and at that place moving about fifteen miles an hour. When the engines and seven cars had passed him he attempted to catch hold of the ladder on the side of the eighth, in order to climb upon the top and ride towards Lowell. In this attempt he was struck by some part of the car and thrown under the wheels, which ran over him, crushing one of his arms and one leg. The train was at once stopped and he was taken up, placed in the buggy of an extra freight that was following No. 660 and carried to the hospital in Concord, where he died at three o'clock the next morning. He was seen by one of the brakemen and a boy as he walked along the side track and caught hold of the ladder, but they had no intimation of his purpose, and if they had suspected it were too far from him to do anything to save him. None of the crew were in any way responsible for his death.

H. M. PUTNEY,

For the Board.

DEATH OF W. H. HANNON AND D. H. JENNESS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 25, 1905.

Investigation at Manchester, April 21, 1905.

Mr. Edward K. Woodworth appeared for the railroad. Hon. J. J. Doyle appeared for the estate of Mr. Hannon. Mrs. Jenness, the widow, was present.

Witnesses: Charles E. S. Lawrence, engineer, crew No. 302; Frank H. Lampron, fireman, crew No. 302; Daniel F. Nye, conductor, crew No. 302; Edward P. Foley, head brakeman, crew No. 302; Andrew F. Cooper, middle brakeman, crew No. 302; Napoleon Frisette, rear brakeman, crew No. 302; Adelbert E. Marine, engineer, crew No. 301; Edward J. Rogers, conductor, crew No. 301; Charles W. Eastman, middle brakeman, crew No. 301; Fred E. Reynolds, rear brakeman, crew No. 301.

The track of the Nashua, Worcester & Portland division of the Boston & Maine Railroad runs in a straight line from the round house west of the station in Rochester for about three-fourths of a mile towards Nashua, to a curve not far from the Cocheco river. The yard limit is about half a mile west of the round house. Nearly midway between these two points a siding known as No. 2 connects with the main line, and between No. 2 switch and the yard limit Hancock street crosses the track. There is a slight down grade from the round house to the river. Train No. 301 is a way freight, due to leave Nashua at 12.50 o'clock A. M., and reach Rochester at 4.19 o'clock A. M. Train No. 302 is a freight due to leave Rochester for Nashua at 6.05, or an hour and forty-six minutes after No. 301 is due. But No. 301 is not infrequently so late that it does not make Rochester until after No. 302 is due to leave.

On the eighth of March, 1905, the crew of No. 302 assembled as usual at the round house in the east end of the yard. It consisted of Charles E. S. Lawrence, engineer; Frank H. Lampron, fireman; Daniel W. Nye, conductor; Edward P. Foley, head brakeman; Andrew F. Cooper, middle brakeman, and Napoleon Frisette, rear brakeman. Their first duty was to make up their train, and they took out an engine and a buggy, ran down on the main track to No. 2 switch, where they cut off the buggy, ran in on the No. 2 track, coupled on to twelve cars that stood there, pulled out on the main, coupled on to the buggy, and started to back up with the train thus constituted, to the railroad station to wait for No. 301, which had not arrived. As they were backing up five or six miles an hour, No. 301 crossed the Cocheco river, rounded the curve and followed them up the main line twenty-five or thirty miles an hour, overtaking them a short distance east of Hancock street and coming to a stop in a collision in which both engines were wrecked, two men, who were upon the engine of No. 301, were killed and another was badly injured.

The crew of No. 301 consisted of Adelbert E. Marine, engineer; Edward J. Rogers, conductor; Charles W. Eastman, middle

brakeman; Fred E. Reynolds, rear brakeman; W. H. Hannon, fireman, and D. H. Jenness, brakeman. The train was composed of six box cars partially filled with general merchandise, two empty flat cars and a buggy. Messrs. Hannon and Jenness, who were riding in the engine, were the two who were killed. The train from Nashua had the right of way through the yard. The rules of the road, with which all the members of the crew of No. 302 were familiar, expressly require that when a train is being made up on a main line to which another has the right, it shall be protected by sending back a flagman at least seventeen telegraph poles; that in going he shall place torpedoes upon the track at certain distances and that he shall remain with his flag until he is called in by the engineer. Under this rule and by every dictate of prudence it was the duty of Mr. Lawrence, the engineer, and of Mr. Nye, the conductor of No. 302, who knew that they were using the track upon the time of another train, after they left the siding, to send back Mr. Foley, their head brakeman, with a flag and torpedoes, and to see that he remained in a position to protect them until they had reached the upper end of the yard. Mr. Foley also knew that it was his duty to do these things; but, as is admitted by these men and proved by the testimony of others, it had long been their practice to disregard the rule under such circumstances; that it was the custom of Foley to go back only two or three telegraph poles when his train ran out on the main line, and when it turned to back up to run after it and jump upon the engine, to save walking in behind it. He did this that day. He went back a few feet without any torpedoes, because, as he says, he forgot to take them from the round house, and when his engine began to back up on the main line ran after it, jumped upon it and was riding there when No. 301 swung around the curve. The engineer of No. 302 says he was looking in the direction his train was moving, and he was apparently giving no thought to No. 301 until Foley said it was coming, and he turned and saw it half a mile away. Then he gave a signal for brakes upon the approaching train, put on all the steam he could to get out of the way, and when he saw there was to be a collision followed Foley and the fireman, who had jumped from the engine and escaped. The conductor and engineer of this train are both experienced men. The conductor has been in the service of the road upon that division twenty-seven years, and the engineer is a veteran in the service; they knew the rules; they knew that No. 301 had not arrived; they knew that Foley was not where he should be, and they made no attempt whatever to send him

there or to do anything which would protect their train. As they admit they all utterly ignored the rules and took their chances, as they had been accustomed to do for years. The only reason they give is that they supposed that the engineer of No. 301, if it came along, would see them on the main line and slow up, because he had always done so before. Messrs. Lampron, the fireman, and Cooper and Frisette, the middle and rear brakemen, were not in authority. In a crew where there was any discipline and observance of the rules was taught and insisted upon they might have been expected to protest against, or at least to report to the officials of the road, the slipshod, reckless methods by which the train was handled in the Rochester yard. But associated and trained as they were, we think they can be excused. For Conductor Nye, Engineer Lawrence, and Brakeman Foley no condemnation is too severe. All that can be said in their favor is that they make no attempt to conceal or justify their hazardous disregard of the rules and neglect of duty. They one and all admit that if they had done as they should the accident would not have occurred. But if no one else had been at fault there might have been no serious consequences.

Mr. Marine, the engineer of No. 301, testifies that he passed West Rochester about two and a half miles from the place of the accident, at 5.48 o'clock, running twenty or twenty-five miles an hour, that he crossed the Coheco river and reached the curve a short distance east of it, and then shut off steam so as to drift into the Rochester yard and was drifting fifteen or eighteen miles an hour, when as he got out on the straight line he saw a third of a mile away the steam from the engine of No. 302, which he judged was on a siding known as No. 3, and also saw a green switch light, showing the main line was clear, that, although he was keeping a sharp lookout, he did not realize that No. 302 was on the main line until he was crossing Hancock street and so close upon it that it was impossible for him to stop. He says further that Mr. Hannon, the fireman, and Mr. Jenness, the brakeman, who were with him on the engine, although Jenness should have been on top the train, both saw the steam, and in almost the same language told him it came from No. 302 on the siding, and again that he ran as he did because he could see no flagman to protect another train. There is little to corroborate this story except the fact that no flagman was in sight. The two men he quotes are dead. The morning was clear and it was daylight. When he left the curve there was between him and No. 302 a half a mile of straight

track, with nothing to obstruct his view. His train was equipped with air brakes and the engine was in perfect condition. If he had been alert, as he says he was, and was drifting along on a straight up grade, as he insists, we believe he would not have overtaken and crashed into a train going half as fast in the same direction, in the distance he did after he should have seen it. The probabilities are that he was not drifting into the yard, but running twenty miles an hour or more; that he was paying little attention to what was on the track.

The rules required the head and middle brakeman to be upon the top of the cars, and the rear brakeman to be in the monitor of the caboose in approaching and passing through the Rochester yard. Neither was in his proper place. Mr. Jenness, the head brakeman, was in the engine ringing the bell, while the fireman, whose duty it was to do that, sat upon the seat doing nothing. Mr. Eastman and Mr. Reynolds, the middle and rear brakemen, were in the caboose, because, as Eastman says, he didn't see what benefit it would be to ride outside. With the possible exception of Mr. Rogers, the conductor, every man of this crew was acting regardless of the rules, and Rogers did nothing to make them do their duty. From this statement of what we believe are the facts, it appears that of the twelve men in the two crews, at least eight were guilty of violation of the reasonable rules of the road, and defiance of the dictates of ordinary prudence; that both engineers and both conductors who were in authority and responsible were grossly and criminally careless in their own work and in neglecting to insist upon their subordinates doing their duty, and that all this was not unusual in the handling of these trains, but in accordance with an established custom, which constantly invited such deplorable accidents as resulted that day.

H. M. PUTNEY,
ARTHUR G. WHITEMORE,
GEORGE E. BALES,
Railroad Commissioners.

DEATH OF MRS. A. S. ROSEBROOKS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., June 30, 1905.

Investigation at Manchester, N. H., June 23, 1905.

Edward K. Woodworth, Esq., appeared for the railroad.

Witnesses: Leonard Morrill, engineman, Lancaster, N. H.; Stanley J. Bailey, fireman, Bath, N. H.; William C. Winters, conductor, Lancaster, N. H.

Mrs. A. S. Rosebrooks, a woman about forty years of age, who lived in Groveton, N. H., was injured on the Main street crossing in that town on February 22, 1905, and died of septic erysipelas April 20, 1905. Within half a mile of the Groveton station, in a southerly direction, there are four highway crossings at grade. The Main street crossing is the third one of those referred to over which a train would pass running north. The whistling posts for all four crossings are south of the Main street crossing. The passenger train from Wells River to Groveton Junction, due to arrive in Groveton at six o'clock P. M. on the night of February 22, 1905, was making its customary run. Though about two minutes late the train approached the Groveton station at about the usual speed, which was from twelve to fourteen miles an hour. When the engine of the train reached a point distant about one hundred feet from the Main street crossing, the fireman who occupied his seat in the cab and was engaged in ringing the bell, saw a team rapidly approaching the crossing. The horse was running and apparently the driver, a woman, who was the only occupant of the sleigh, was urging the horse to its utmost speed. He immediately shouted to the engineer, who applied the emergency brake, and the train was brought to a stop. An exceptionally good stop was made, the engine and mail car having passed over the crossing, the forward trucks of the baggage car standing on the crossing when the train was stopped. It appeared from the evidence that the team was struck by the press beam of the locomotive, overturned, and the occupant, who proved to be Mrs. Rosebrooks, was thrown violently to the icy roadbed. Being a very large woman she was severely shaken up and her hip injured. She was able with some assistance to walk to a house near by and up a flight of stairs to a second story tenement. In conversation with railroad employees directly after the accident, Mrs. Rosebrooks said she made a mistake in driving on to the crossing, that she thought the train whistled for McNally's crossing and that she would have time to drive over. The McNally crossing is the first of the four above described, and had her impression as to the location of that train been correct she would have had ample time to have crossed the track in safety. A library building situated near the track and by the highway on which she was driving obstructed the view of the approaching train, but had she observed the caution persons

under similar conditions should have taken the accident would have been avoided. The engineer and fireman testified that the whistle was sounded and the bell rung at all of the crossings that evening.

No medical testimony was submitted, and the fact was not established that the injuries which Mrs. Rosebrooks sustained in the accident caused erysipelas, which resulted in her death two months later. Assuming that her death was due to the accident of February 22, we are unable to see how the railroad corporation or its employees can be held responsible. The trainmen were attentive to their duties and used every means in their power to avert the accident. The "mistake," which Mrs. Rosebrooks acknowledged, was fatal.

GEORGE E. BALES,
For the Board.

DEATH OF WILLIAM F. COSTELLO.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., June 30, 1905.

Investigation at Manchester, N. H., June 23, 1905.

Edward K. Woodworth, Esq., appeared for the railroad.

Witnesses: Jeremiah D. Crowley, section foreman, Portsmouth, N. H.; Walter S. Abbott, yard conductor, Portsmouth, N. H.; Charles P. Austin, engineman train No. 249, Somerville, Mass.; Luther C. Stevens, fireman train No. 249, Somerville, Mass.

In the evening of March 1, 1905, William F. Costello was seen in the railroad yard at Portsmouth somewhat under the influence of liquor. From conversation with the yard conductor it appeared that he wished to go to Boston, and from his actions it was evident that he intended to steal a ride on freight train No. 248, which was bound for Boston, and which was to leave Portsmouth about nine o'clock P. M. Despite the fact that he had been warned not to attempt to steal a passage on that train, when it pulled out of the yard he was observed on the platform of a milk car attached to this train.

Section Foreman Jeremiah D. Crowley left Portsmouth on his hand car about six o'clock on the morning of March second. When about eight hundred feet from a crossing (known as the Sally Holmes crossing), in the town of Greenland, he discovered the body of a man lying between the rails on the outward track

from Boston on the eastern division of the Boston & Maine Railroad. The body was horribly mangled so that recognition was hardly possible. Evidently the man had been instantaneously killed and had been dead several hours. The victim proved to be Costello, who had left Portsmouth the evening previous on the platform of the milk car. Train No. 249, running from Boston to Portland, met the freight on which Costello was riding near the Sally Holmes crossing, and the engineer on arriving at Portsmouth upon examining his engine discovered unmistakable signs of having run over a man.

It is therefore probable that it was the engine of the Portland train which caused the death of Mr. Costello, though the exact manner in which the accident happened cannot be determined. Although it is entirely a matter of conjecture, it seems probable that in his intoxicated condition Costello was not able to hold on securely and fell from the train. Whether he received fatal injuries from the fall or was killed by the approaching locomotive can never be known. In any event no employee of the railroad can be held responsible for his death.

GEORGE E. BALES,
For the Board.

DEATH OF ATHANASIOUS PAUPOS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 30, 1905.

Investigation at Manchester, N. H., June 23, 1905.

Edward K. Woodworth, Esq., appeared for the railroad.

Witnesses: Fred V. Crafts, brakeman, Lawrence, Mass.; Robert Dalziel, switchman, Manchester, N. H.

Athanasious Paupos, a Greek boy, about eighteen years of age, was fatally injured in the Manchester yard at 12.32 P. M., April 19, 1905. Mr. Robert Dalziel, a switchman, employed by the Boston & Maine Railroad in the lower end of the Manchester yard, testified that it was his duty to let the Lawrence freight train, No. 627, into the yard and set it off on the "pass," a name by which the side track is known. On the day on which the accident occurred Mr. Dalziel was in the discharge of his duties as above suggested, when he observed the young man Paupos standing beside the track on which the freight train was backing down. After the first car had partially passed him, he suddenly started to run around the end of the car,

attempting to reach the east side of the track. He was caught by the wheels on the easterly rail, receiving injuries from which he died within two hours at the Sacred Heart hospital, to which he had been removed.

A brakeman on the Lawrence freight, who was on the head car as the train backed down on to the siding, saw Paupos standing beside the track, but from his attitude and manner had no reason to think he would recklessly expose himself to danger by attempting to cross the track ahead of the train. The accident occurred at a point many feet distant from a highway crossing. It is not known that the victim had any business in the railroad yard, none of the railroad employees remembered having seen him there previously and a careful investigation revealed but meagre facts regarding his history.

No railroad employee could possibly be censured, with any degree of reason. Mr. Paupos was not only a trespasser, but he did not exercise the care of an ordinarily prudent man. His death was due to his own recklessness.

GEORGE E. BALES,
For the Board.

DEATH OF JOSEPH HAYNES.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., July 1, 1905.

Investigation at Lancaster, N. H., June 5, 1905.

Mr. Black, superintendent of White Mountain Division of the Maine Central Railroad, appeared for railroad.

Mr. Perrin T. Kellogg appeared for the estate.

Witnesses: A. B. Bickford, engineer; George W. Mesereau, fireman, Portland, Me.; Jordan H. Willis, conductor; Ulysses S. Rose, baggagemaster, Portland, Me.; George E. Hamilton, brakeman, Portland, Me.

Joseph Haynes, a man about twenty-seven years old, who lived in the town of Carroll, on the afternoon of March 9, 1905, while riding with a companion in a sleigh, Mr. Haynes driving the horse, attempted to cross the track of the Maine Central Railroad at a crossing near Twin Mountain, in the town of Carroll. When the horse reached the railroad track, passenger train No. 163, going east, was within one hundred feet of the crossing and moving at its usual rate of speed, about twenty-

eight miles per hour. For some unexplained reason the horse stopped while the sleigh was on the track and the companion of Mr. Haynes was seen to jump from the sleigh and as Mr. Haynes was in the act of stepping out of the same, the engine struck him, throwing him forward between the sleigh and the horse, killing him almost instantly. Why the horse stopped on the crossing did not appear. The usual crossing whistle was sounded, and as soon as the team came in view of the engineer he applied the brakes and used every appliance at his command to stop the train, but owing to the nearness of the train to the crossing when the team passed on the same, it was a physical impossibility to stop the train.

It appeared in evidence that Mr. Haynes and his companion were under the influence of liquor when they drove on to the railroad track, and to their intoxication we attribute this accident. Had they been sober they would not have attempted to cross the railroad at this crossing in front of the approaching train.

A. G. WHITTEMORE,
For the Board.

DEATH OF WALTER E. ARLIN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., July 5, 1905.

Investigation at Lancaster, N. H., June 5, 1905.

G. F. Black, superintendent of the Mountain Division of the Maine Central Railroad, appeared for the railroad.

Witnesses: Irving B. Gleason, conductor, Portland, Me.; James O'Dowd, baggagemaster; Walter H. Webb, engineer, Berlin, N. H.; Elijah D. Stanton, fireman, Bartlett, N. H.

Walter E. Arlin of Colebrook, N. H., a young man about twenty-two years old, employed by the Maine Central Railroad as brakeman, was at work September 15, 1904, on passenger train No. 165.

This train on that date arrived at North Conway at 9.05 P. M. This station being the end of the run, it is the duty of the trainmen, after arriving at this station, to shift the cars so as to have the train ready for the return trip next morning. The evening was dark, but the weather was fair, and while shifting out the cars Mr. Arlin, at about 9.15 P. M., was run over and in-

stantly killed. Just how this accident happened will ever remain a mystery, as no one saw him when he fell under the moving cars or engine.

It had been the custom, after the combination car of this train had been turned at the turntable, for Mr. Arlin to set the stub switch, where this car was set off, after it had been turned at the turntable. This switch is some distance down the track, and it had been his custom to ride the cars down to the siding.

The engine was backing down the track, drawing the car, and when the same was nearly at the switch the report of a torpedo was heard; the engine and train was stopped, and upon investigating the body of Mr. Arlin was found lying across the outer rail, having been run over by the engine and car, and the report, it was learned, came from a torpedo that was in his pocket. His lantern was out and found near the switch.

Mr. Arlin had been at work in his present position two months and a half, and was familiar with the movements of the engine and cars in making up this train. He was a young man of excellent habits, and we can account for this accident to him on no other theory than that in going to the switch he stumbled over some object near the rails and fell under the passing engine and car. This accident to him could not have been reasonably apprehended by the other members of this train crew, and no fault attaches to them.

A. G. WHITTEMORE,

For the Board.

DEATH OF JOHN PAGE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, July 18, 1905.

Investigation at Manchester, July 15, 1905.

Hon. Oliver E. Branch appeared for the railroad and Mr. James P. Tuttle for Mrs. Page, administratrix.

Witnesses: Charles S. Jenness, conductor, Manchester, N. H.; Jesse R. Marsh, brakeman, Manchester, N. H.; Amedie Boucher, Manchester, N. H.; Wallace E. Poore, Manchester, N. H.; Dana Dearborn, Manchester, N. H.; Henri Pourier, Manchester, N. H.

John Page, a teamster in the employ of E. W. Poore, a coal dealer upon Valley street, in Manchester, was crushed between two freight cars about 11 o'clock A. M., March 24, 1905, and so injured that he died on the twenty-seventh of the same month.

The railroad where the accident occurred runs east and west across Union street and along Valley street. West of Union street, and south of the main track, are three side tracks for the accommodation of Messrs. Turcotte, Fellows, and Annis, and on the east of Union street and south of the main track is a siding for the use of E. W. Poore, whose coal sheds and office are located upon it, and between it and Valley street.

On the morning of the twenty-fourth a switching crew was doing its usual work upon these tracks, and set four empty flat cars in upon Turcotte's track. Afterwards it backed in four box cars and all these were coupled together, making a string of eight cars, which, having made up, they drew out upon the main. All appeared to be working well until the rear car in this string nearly reached Union street, then Mr. Boucher, rear brakeman, who had made the hitches and stood upon or close to the Union street crossing to see that they came out right, observed that the rear trucks of that car were off the track and had been running close beside it for some distance. When these derailed trucks reached the crossing, or had just passed it, they were thrown out of line and gave the rear of this car a lurch, which carried it away from the track to the south. In the meantime Wallace E. Poore, who was E. W. Poore's foreman, and two other men, had been engaged unloading from a box car, a load of charcoal, which stood on the Poore siding, between the Valley street office and shed and the main track, on which the crew was hauling out the string, and as Mr. Page wished to see one of these men and settle with him for a load he had delivered, he went around from the office between the tracks and up to the door of the charcoal car and stood there talking with those inside, when the car whose trucks had left the track crossed Union street. At the point where the charcoal car stood, the distance between the rails of the Poore siding and the main line is about seven feet, so that the space between two cars passing there upon the tracks would be about three feet, or ample for a man to stand in safely, but the lurch of the trucks on the ground so reduced this space that when the rear of the moving flat car passed Mr. Page he was caught between that and the charcoal car and fatally crushed. Mr. Boucher, the brakeman, testifies that he saw the trucks were off the track when they reached the crossing, and seeing that Page was standing by the charcoal car and liable to be hit, hallooed to him to look out, gave the motion to stop, and then hallooed again, when he (Page) turned partly around and seeing the car was coming towards him, squeezed up against the door

sill of the coal car, and remained there until he was hurt. Mr. Poore says that Boucher was standing about two feet east of the crossing and that he heard him halloo but once, when it was too late for Page to save himself. He also says he thinks the lurch occurred at the frog a few feet east of the crossing, instead of at the planking, but all are agreed that Boucher halloosed, that Page heard him just before he was struck, and that the train, which at no time was running more than three miles an hour, was stopped when the derailed car had gone by Page five or six feet. The distance from the crossing to the place where the coal car stood is about fifty-five feet. In all probability the trucks were lifted from the rails when the eight cars of the string were backed down to the end of Turcotte's crossing, and it is immaterial whether they were thrown up by hitting the bumpers or by the impact when the cars came together. The reason why they ran close beside the rail to the crossing so smoothly that they did not drag off others, or attract attention, is found in the fact that there was considerable snow, and under it in some places between the ties some ice.

Accepting as we must, in the absence of direct testimony to the contrary, Boucher's statement that he was on or close to the crossing attending to his duties and saw the trucks and gave Page the warning, and motioned the stop, as he says he did, we do not see how any of the crew can be justly blamed for this accident, which grew out of a combination of circumstances that were never known before and that no one could have foreseen.

Mr. Page was upon railroad territory, in a position usually safe; strictly speaking he had no legal right there. But he and others had often been in the same place for similar purposes, and the railroad had not objected. It did not occur to him or to those who employed him that he was doing anything wrong or unsafe.

H. M. PUTNEY,
For the Board.

DEATH OF ELI ST. SAUVEUR.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., September 21, 1905.

Investigation at Manchester, September 21, 1905.

Edward B. Woodworth, Esq., appeared for the railroad.

The father, mother, and sister of the deceased were present at the hearing.

Witness: Osborne W. Smith, Glencliff, N. H.

Eli St. Sauveur, a young man of about twenty-three years of age, a resident of West Derry, N. H., a shoemaker by trade, on the evening of July 5, left Manchester, intending to go to Montreal for the purpose of obtaining work in a shoe shop there, as he told a companion. He left Manchester on the ten p. m. train with a friend named Hector Patnaude. He was not seen by any of the trainmen, and it was evident that he, with his companion, were stealing a ride by concealing themselves, either on the forward end of the baggage car or on the top of the cars, and rode in this manner as far as Woodsville. He was seen at Woodsville in the afternoon of the sixth of July, when it is supposed that he had, for some reason, changed his mind and decided to return south to Derry, and boarded the night express south, No. 30, which left Woodsville about 2.05 A. M. on the morning of July 7. When the train was near Glencliff, in some unaccountable manner, he fell and was dragged some two hundred and fifty feet, when the train ran over him and he was fatally injured. His body was found by a brakeman of the freight train, No. 365, about 3.40 A. M. at Glencliff, lying between the rails near the station. The freight train had pulled in on to the side track and had not passed where he was found. When Mr. St. Sauveur was discovered he was put into the buggy of the freight train and taken to a hospital at Woodsville, where he died soon after arriving.

It would seem from the nature of the accident that Mr. St. Sauveur was in the act of riding without payment of fare, and to avoid the conductor and brakeman of the train, was concealing himself in some dangerous position, from which he fell and received fatal injuries. No blame is attached to the crew of the train, as they are constantly on the alert to detect and remove trespassers who attempt to ride on the night express trains.

A. G. WHITTEMORE,

For the Board.

DEATH OF PATRICK DOWNES.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 25, 1905.

Investigation at Manchester, September 21, 1905.

Edward K. Woodworth appeared for the railroad.

Witnesses: W. E. Drake, section man, Greenville, N. H.; C. A. Scruton, engineer, Ayer, Mass.

Patrick Downes, section man, residing in Greenville, N. H., was fatally injured May 10, 1905, on the Greenville branch of the Fitchburg division of the Boston & Maine Railroad. It was a custom of the section crew, of which Mr. Downes was a member, during certain seasons of the year to follow the passenger train, which leaves Pratts for Greenville at 7.01 P. M. to protect property from any fires which might be started by sparks from the locomotive. On the night of the accident Mr. Downes, with two other of the section crew, were following a passenger train on a hand car, according to their usual custom. There was a freight train due about this time, coming in an opposite direction, and it was the duty of the section crew to remove their hand car and allow the freight to pass. Mr. Downes, who was in charge of the men in the absence of Section Foreman Mr. Smith, who was not one of the crew that night, refused to allow the car to be taken off at the usual place, and insisted upon going further towards Greenville. One of the section men, fearing an accident, left the car before the train was seen. The approaching freight train was first observed by the section men as it was coming around a reverse curve. At this point a large ledge obstructed the view, and when the engine was first seen it was distant about four car lengths. Mr. Drake, who had remained on the car, jumped and escaped injury. Mr. Downes, although warned by his associate, made no effort to escape, and was struck by the locomotive and received injuries from which he died, in a few minutes after being hit. For the same reason that the freight was not earlier seen by Mr. Downes and his crew, the engineer did not observe the hand car. When he did observe it, about four car lengths distant, he used the emergency, and made a remarkably quick stop, but it was impossible to avert the accident.

It appeared that forest fires had been raging along the line of the railroad from Pratts to Greenville for nearly a week previous to the day of this accident, and the section men tes-

tified that from Sunday night previous up to Friday, which was the day of the accident, they had worked the equivalent of eleven days. Mr. Downes, who had been thus steadily employed, had become completely exhausted, which probably accounted for his dazed condition. Mr. Downes was about fifty-five years old and had been employed by the railroad nineteen years. He was a temperate, industrious man of most excellent character and entirely trustworthy. While Mr. Downes apparently disregarded the precautionary rules, which had he observed would have saved his life, we are forced to question the necessity which compels men, with important duties to discharge, to so overtax their strength and endurance as to jeopardize their own lives and possibly endanger the lives of others.

GEORGE E. BALES,
For the Board.

DEATH OF JOHN KIMBALL.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 26, 1905.

Investigation at Manchester, September 21, 1905.

Mr. Edward B. Woodworth appeared for the railroad.

Witnesses: G. G. Shute, conductor, Woodsville, N. H.; A. J. Pike, engineer, Plymouth, N. H.; F. L. Chase, conductor, Littleton, N. H.

John Kimball, a painter, who belonged in Laconia, got upon the northbound passenger train on the White Mountain Division of the Boston & Maine Railroad that left Concord at 3.20 o'clock in the afternoon of July 7, 1905.

When Mr. Shute, the conductor, asked for his fare he handed him forty-five cents and said he wanted to go to Laconia. The conductor told him he could only carry him to Canterbury, took his fare to that place and gave him back the change. On reaching Canterbury he left the train, and when last seen by the trainmen was standing upon a side track between the depot and the main line. At about 6.20 o'clock that evening the engineer and fireman of train No. 184, going south, saw a figure like a man's lying beside the track, about two miles north of Canterbury, but as another train, No. 188, was following close behind them could not safely stop, and went on to Concord. A few minutes later the crew of No. 188 found the body, which

was that of Kimball, stopped their train, took up the remains and carried them to Concord. An investigation disclosed the fact that the dead man had not been run over, but that his neck had been broken, probably by falling or jumping from a moving car, and in all probability as the train he had left was starting he got upon it between the cars to steal a ride the remainder of the distance to his home, and while trying to escape observation, when he had been carried two miles, fell or was thrown off, striking upon the ground and breaking his neck.

H. M. PUTNEY,
For the Board.

DEATH OF UNKNOWN MAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS

CONCORD, N. H., September 26, 1905.

Investigation at Manchester, September 21, 1905.

Edward B. Woodworth, Esq., appeared for the railroad.

Witnesses: G. G. Shute, Woodsville, N. H.; A. P. Lake, Concord, N. H.; F. E. Titus, Woodsville, N. H.

An unknown man, supposed to be L. Berry of Penacook, N. H., was found on the track at Bridgewater on the morning of July 16, 1905. The conductor of train No. 177, which leaves Concord at 10.45 P. M., on arriving at Plymouth found a man's shoe lying on the platform of the baggage car. Upon examination of the train a part of a man's vest was found caught on the iron brake beam of the second car back of the baggage, and indications on other parts of the train were such that it was evident the train had run over a person. The officials were notified at Woodsville, and the train crews of the trains passing over that section of the railroad were notified to be on the lookout. The next train passing this point was a freight, the crew of which discovered the mangled body on the track near Bridgewater station. The officials of the town of Plymouth were notified and the body was taken there. As no one claimed the body it was buried by the town authorities. The only evidence of identification was a letter found in the man's pocket addressed to L. Berry, Penacook, N. H. It was learned that a man by that name had been employed in a mill there at some time. He had no family. The shoe found upon the baggage car platform was the mate to the one found on the deceased.

This case is like many others. The man was evidently in the act of stealing a ride on the express and had concealed himself on the forward end of the baggage car, and may have been taking a nap, and while asleep rolled from the platform on to the track and under the cars. No blame attaches to the train crew.

A. G. WHITTEMORE,
For the Board.

DEATH OF L. CHARON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 20, 1905.

Investigation at Concord, November 16, 1905.

Witnesses: Melvin Mann, conductor, Woodsville, N. H.; J. M. Lovejoy, baggagemaster, Stoneham, Mass.; John Waters, express agent, Concord, N. H.

Passenger train No. 177 in charge of Conductor Melvin Mann left Concord, bound north, about eleven o'clock on the evening of October 23, 1905. Just after the train had left the station, and while the baggage car was passing under what is known as Free bridge, the baggagemaster heard a sound similar to the explosion of gas under the car. As the lights in the car were extinguished he immediately pulled the bell cord and stopped the train. An inspection did not reveal anything out of order, and the train proceeded. At Lakeport a message was received, requesting the trainmen to examine the top of the third car, and suggesting that the body of a man might be found. The search was made, but no body was discovered. Arriving at Plymouth, a further examination was made, resulting in the finding of a dead body on the top of the second car. Removing the body from the car, upon examination it was found to be that of a young man about twenty-five years of age. He had received terrible injuries in the back of his head and apparently had been struck by an overhead bridge, which must have caused instant death.

It seems from testimony submitted to the commissioners that there was a companion riding with the victim on the top of the same car from Concord; that when the man was struck by the overhead Free bridge and the train stopped this companion left the train and returned to the passenger station at Concord. His

excited condition attracted the attention of Express Agent John Waters, who upon inquiry learned the fact that they were stealing a ride on the top of the car and that his friend, who, he said, was L. Charon of Lowell, Mass., had been struck by the overhead bridge and probably killed. He further stated that they were bound for Lincoln and were in search of work. No blame could possibly attach to the railroad corporation or to any of its employees.

GEORGE E. BALES,
For the Board.

DEATH OF JOHN MESSER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 21, 1905.

Investigation at Concord, N. H., November 16, 1905.

Witnesses: John Canty, Claremont Junction, N. H.; James R. Whitney, Claremont Junction, N. H.; Daniel W. Chandler, Claremont Junction, N. H.; George W. Loveren, Manchester, N. H.

John Messer of Goshen, N. H., while walking on the railroad track three-quarters of a mile west of Mt. Sunapee station, on November 6, 1905, was struck by the pilot of the engine of train No. 404 and instantly killed. It appeared from the evidence that on the morning of November 6, 1905, he was walking on the track toward Mt. Sunapee station in the same direction that train No. 404 was running. The engineer and fireman saw the man ahead of them across the reverse curve at that place. It was a stormy morning and snowing hard. As the engineer and fireman saw this man walking ahead of them with an umbrella over his head they supposed he was a track walker. It is down grade at this point and the train was proceeding under gravity. When they were within three hundred or four hundred feet of him the fireman noticed that he did not look back or make any signs that he was aware of the approaching train, and the engineer blew the danger signal and the fireman began ringing the bell to attract the man's attention. The engineer saw that the man did not turn around or step off the track, immediately threw the brakes into the emergency, but the train could not be stopped in that distance, and Mr. Messer was struck by the pilot of the engine and thrown into the ditch beside the track and instantly killed. It was learned that Mr. Messer was hard of hearing, and as the storm blew directly in his face he received

no warning of the approaching danger until too late to save himself.

It is clear that Mr. Messer was a trespasser upon the railroad property, and that his defective hearing, in conjunction with the storm, made his position more perilous, and his death was clearly the result of his own carelessness. On account of his defective hearing the danger signals availed nothing. No blame attaches to the engineer and fireman for this accident.

A. G. WHITTEMORE,

For the Board.

DEATH OF FRANK SANDERS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 28, 1905.

Investigation at Concord, November 24, 1905.

Witnesses: R. A. Maxfield, engineer, Concord, N. H.; W. P. Lang, police officer, Tilton, N. H.; Nathan Garrick, Tilton, N. H.; Edward P. Deveny, Tilton, N. H.

About five minutes past eleven o'clock Saturday evening, September 16, 1905, as Nathan Garrick, a resident of Tilton, was going to his home over the highway bridge that spans the railroad near the station in that town, he heard a groan, and looking down upon the track discovered a human form beside the rail almost directly under the bridge. He immediately ran down the steps leading to the platform and found the object was Frank Sanders, who had evidently been struck by a passing up train, which had crushed off one foot and caused fatal injuries to his head. Policeman Lang was at once notified, and the man, who was unconscious and bleeding profusely, was removed to the station and properly cared for until he died, two hours later.

Mr. Sanders was about thirty-five years old and had lived in Tilton ten or twelve years, but had no known relatives, and no permanent home. He spent much of his time about a stable, where he did odd jobs, and on Saturday evenings generally slept there so as to drive a team that carried the Sunday papers to Laconia the next morning.

The afternoon he was killed he asked Edward P. Deveny, who was driving to Franklin, to give him a ride over and back, and the two spent the time until nearly ten o'clock in that city.

where Sanders met friends in saloons and became intoxicated. On returning to Tilton at half past ten he tried to assist Deveny in putting up the team, and then said he would go home and started up the street, which was the last seen of him until he was found dying on the track. None of the crew of the train that undoubtedly killed him saw him or knew there had been an accident until they reached Plymouth, when they were informed by wire, and examined the engine and cars without finding blood or other evidence that they had struck any one. It is the opinion of Messrs. Lang, Garrick, and Deveny that, although Sanders intended to go home when he started, he was so intoxicated that he had no fixed purpose and changed his mind when he reached the overhead bridge and went down the steps to the wooden platform, which runs from that point to the concrete walk by the station, thinking he would go back to the stable, and from there staggered or fell against some part of the train as it was going by.

All the evidence corroborates this and we have no doubt it explains the fatality.

H. M. PUTNEY,

For the Board.

DEATH OF FRED HART.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 28, 1905.

Investigation at Concord, November 24, 1905.

Witnesses: D. E. Marean, engineer, Nashua, N. H.; H. A. Morse, fireman, Ayer, Mass.; E. J. Rogers, conductor, Rochester, N. H.; F. E. Reynolds, brakeman, Rochester, N. H.; W. F. Skillings, brakeman, Portland, Me.; B. J. Maloy, brakeman, Nashua, N. H.; Peter C. Roy, Epping, N. H.

Fred Hart, a man forty years of age, who worked in a brick yard and lived near by in the town of Epping, went up to the village, about two and a half miles distant, to do some trading during the evening of October 21, 1905. He called at a store kept by his son-in-law, and several other places, and about ten o'clock started for home upon the railroad track, which was his usual route, because it is about half a mile shorter and better traveling than the public highway.

The next morning at 8.10 o'clock, as train No. 301, from Nashua, was drifting into Epping, the crew found his dead and

mangled body upon the track, where it had evidently been several hours, as it was cold and covered with frost. The same train had passed Epping the evening before, going in an opposite direction, at 10.35, and on reaching Nashua it was discovered from the appearance of the cars that it had run over some one, and, although several trains had passed during the night, it was without doubt that one which killed Mr. Hart.

We cannot learn that any trainman or other person saw him alive after he started for his home, and we know nothing of his condition when he was struck by the train, but it is certain that he was a trespasser upon the railroad and that his death was due to that.

H. M. PUTNEY,
For the Board.

DEATH OF C. C. STEARNS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 28, 1905.

Investigation at Concord, November 24, 1905.

Witnesses: J. F. Sullivan, conductor, Concord, N. H.; Charles Hazelton, brakeman, Concord, N. H.; H. G. Carr, fireman, West Lebanon, N. H.; Sumner Woodward, Wilmot, N. H.; David Sleeper, South Danbury, N. H.

C. C. Stearns, an intelligent farmer, sixty-two years of age, in the possession of all his faculties, was fatally injured while attempting to drive with a two-horse load of milk, which he had brought from his home in Wilmot, over the grade crossing near the station at South Danbury, on the Concord division of the Boston & Maine Railroad by the locomotive of freight train No. 272, from West Lebanon to Concord, at 8.20 A. M., November 1, 1905. This train, which was composed of thirty-six cars, was an hour and twenty-three minutes late at South Danbury, and was running about twenty-five miles an hour. Following it and due there in eleven minutes was the regular milk train, which stopped at all stations to take on milk for Boston. Mr. Stearns was driving, as he did nearly every morning, to meet this milk train, and in order to deliver his load at the shed from which the cans are put upon the cars had to cross the three tracks of the railroad. Another train from the south passes to the north at about that hour. The engineer of

No. 272 was not present at the investigation, but Mr. Sullivan the conductor, Mr. Hazelton, the brakeman, Mr. Carr, the fireman, and Messrs. Woodward and Sleeper, two reputable citizens, who were upon the platform waiting for the milk train and saw the accident, all agree that when Mr. Stearns approached the crossing and reached a point forty-five or fifty feet away, where he could see up and down the track, he looked to the south as if expecting an up train, and when he had almost reached the siding, suddenly turned and looked to the north, and seeing a train, applied the whip to his horses, which were spirited ones, and leaped ahead so as to bring the wagon directly in front of the locomotive. It is the opinion of all these men that he mistook the freight, No. 272, for the milk train, due eleven minutes later, and, thinking that it would slow up to make the stop at the station, as it always did, and wishing to get his milk to the shed so that it might be loaded, rushed ahead without feeling that he was in danger. As he had no watch and did not know the exact time, and as No. 272 was due nearly an hour and a half before, his mistake was a very natural one.

The freight was running as usual. The whistle was blown at the post one hundred and sixty rods above and the bell was ringing. The morning was light but somewhat foggy. When those upon the platform saw Mr. Stearns urging his horses over the siding, they ran towards him, shouting to him to stop, and at the same time the engineer threw his brakes into the emergency, but it was then too late. At the same instant the two horses were killed outright, and the driver was hurled to the ground with injuries, of which he died in fifteen minutes.

We cannot see that any trainman was at fault. It was the duty of the crew to run just as they were running, and it was impossible for them to stop sooner than they did after they saw Mr. Stearns or had any reason to suppose he would drive upon the track in front of them. In our judgment, the accident is chargeable to a blind grade crossing.

H. M. PUTNEY,
For the Board.

DEATH OF JOSIAH DOW.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 19, 1905.

Investigation at Manchester, December 15, 1905.

Elmer J. Dow, a son, was present at the hearing.

Witnesses: Manville E. Knox, section foreman, Seabrook, N. H.; Loriston W. Stone, engineer, North Berwick, Me.; Charles C. Buswell, Seabrook, N. H.

Josiah Dow, a citizen of Seabrook, about fifty-two years old, having worked in a shoe factory during Saturday, June 24, 1905, went to his home nearby, and then, without eating his supper, went out to a pool room kept by Charles E. Buswell, where he was accustomed to spend much of his leisure time and most of his Saturday evenings. When he reached the pool room he was partially intoxicated. He was in and out of that place during the evening, and about nine o'clock started for his home, half a mile distant, but instead of taking the direct and shortest route by the public highway, he evidently went up the railroad track until he had gone by a path that he might have taken to his home, a quarter or a third of a mile, when he was struck and killed by a freight train bound for Boston. None of the crew of this train saw him, and so far as is disclosed by the testimony, he was not seen alive after he left the pool room. His body was found beside the track the next morning by the crew of the paper train from Boston, properly cared for and delivered to his family. It appears to be certain that his death was due to his intoxication, which so benumbed his senses that he did not know when he had reached a point opposite his home, but whether he was walking on the track or was sleeping there can only be conjectured.

H. M. PUTNEY,

For the Board.

DEATH OF PETER FOURINER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 26, 1905.

Investigation at Concord, December 22, 1905.

Witnesses: Cornelius Doherty, engineer, Concord, N. H.; W. M. Findley, conductor, Concord, N. H.

Peter Fouriner of Manchester, a laboring man, forty-eight years old, who had been at work for three days in a cooper shop at Reed's Ferry, in the town of Merrimack, while walking on the track of the Boston & Maine Railroad, about half way between the bridge above Merrimack station and the Merrimack gravel pit, was struck and killed by a passenger train going north, about 8 o'clock on the evening of December 2, 1905. His frozen body was discovered early the next morning by the engineer of a freight train going south, taken up and carried to Merrimack, and there delivered to a brother in the afternoon.

The man had been discharged that evening because he did not appear to be sound mentally, and he was probably trying to make his way to Nashua, but as he was not seen alive upon the track it is uncertain what his purpose was.

H. M. PUTNEY,
For the Board.

DEATH OF JOE MILLER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 19, 1905.

Investigation at Manchester, N. H., December 15, 1905.

Witnesses: Vernon R. Burgess, conductor, Dover, N. H.; Stephen A. Boston, George P. Morgan, M. D., Dover, N. H.; Frank Cole, Dover, N. H.

Joe Miller, a farm laborer, about twenty-four years of age, of Rochester, N. H., on the morning of June 10, 1905, boarded the train at Gonic, presumably with the intention of taking a train at Dover for Boston, as he had in his possession a ticket for that place. Instead of boarding the Boston train at Dover he took the Portland train, which leaves at 8.30 A. M. When the

conductor on the Portland train passed through to collect the fares, he discovered that this man had a ticket for Boston. He informed Mr. Miller that he was on the wrong train, that he could ride to the next station and take a train there for Boston. He seemed somewhat excited at the information and started for the door. The conductor requested him to sit down, as they would soon be at Rollinsford, the next station. He resumed his seat, and the conductor continued his work of collecting fares. Soon after the conductor had left him he got up from his seat, rushed to the door, and when the train was near Canney's Bridge, half a mile east of the freight house, in Dover, and under full speed, jumped from the moving train. Mr. Stephen A. Boston, a passenger on the train, saw him as he jumped, and immediately informed the conductor. When the train arrived at the Rollinsford station the conductor notified the station agent at Dover that a man had jumped from the train. A man was immediately sent to the place and found Mr. Miller lying near the bridge between the two tracks, unconscious and suffering from a fractured skull. He was taken immediately to the depot in Dover, and from there to the Hayes hospital. Everything was done for him that medical skill could do, but he did not rally and died without regaining consciousness at 5.55 P. M. that day.

Had Mr. Miller followed the conductor's instructions and remained in his seat until he arrived at the Rollinsford station, which was only a short distance beyond the place, he would have been able to have taken a later train for Boston, and the only inconvenience to him would have been a slight delay in arriving at his destination. His natural instincts should have been sufficient to have deterred him from jumping from the moving train. The conductor did everything that was reasonable, and all that could be expected of any official in his position to protect this passenger, as the conductor had a right to presume that the man would not be so foolhardy as to jump from the moving train.

A. G. WHITEMORE,

For the Board.

DEATH OF EDWIN NUTTER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 19, 1905.

Investigation at Manchester, N. H., December 15, 1905.

Witnesses: A. F. Wilkinson, assistant city marshal, Rochester, N. H.; Joseph Lessard, Rochester, N. H.; C. V. Horne, Rochester, N. H.

Edwin Nutter of Milton, N. H., for several days had been in Rochester "laying round, drinking." About six P. M. he was seen near the passenger station on the afternoon of September 6, 1905, and informed a party there that he was going to his home in Milton. He was then somewhat under the influence of liquor. Instead of taking the train he evidently started to walk, following the railroad track, and, when about one and one half miles south of Rochester, he either lay down or fell upon the railroad track, and was struck by a southbound ice train, due at Rochester about 9 P. M. He was discovered by Joseph Lessard, who was walking on the track toward Rochester. Mr. Lessard, upon arriving in Rochester, immediately notified the police that he had found a man lying upon the track about one and one half miles from Rochester, either injured or under the influence of liquor. The officers went to the place and found that the man had been injured, and they immediately sent for the coroner and a physician. Upon examination it was found that his skull was fractured. He was taken to Rochester that night, and the next morning to the county farm at Dover. He lived until about eight P. M., September 7, 1905.

The fatality must be charged to the intemperance of the victim and his use of the railroad track in lieu of the highway.

A. G. WHITTEMORE,

For the Board.

DEATH OF UNKNOWN MAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 19, 1905.

Investigation at Manchester, N. H., December 15, 1905.

Witnesses: C. W. Dwinell, brakeman, Portland, Me.; James Donovan, crossing man, Rockingham Junction, N. H.

An unknown man, supposed to be Patrick Collins of Salmon Falls, N. H., about thirty years of age, somewhat under the influence of liquor, on the evening of September 2, 1905, about 8.30, met the gatetender at Rockingham Junction, and asked him where he could sleep. The gatetender informed him that he could get a place to sleep at the hotel nearby. The man replied that he wasn't going to any hotel, but would find a place to lie down. The night was dark, however, the gatetender watched him cross the track and then pass out of sight. It appears that after leaving the gatetender he passed over the main tracks on to the upper Y, at Rockingham Junction, and lay down under a freight car standing on the Y. Freight train No. 908 that night pulled out some cars from the Y, and evidently this man was asleep under the same, for after his body was discovered a pool of blood was found on the Y where the cars originally stood. His body was dragged some distance and found by the trainmen of train No. 911 at about 11.20 P. M. He was instantly killed, as was shown by the examination of his body, which was terribly mangled. His body was taken to Newmarket, N. H., and buried by the authorities. He was not positively identified as being Patrick Collins.

This man would not have taken such a place to sleep had he not been under the influence of liquor, and no one was at fault for this accident except the victim.

A. G. WHITTEMORE,

For the Board.

DEATH OF JOHN LAPPI.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 26, 1905.

Investigation at Concord, December 22, 1905.

Witnesses: H. E. Hall, station agent, Westmoreland, N. H.; James Dunn, section foreman, Westmoreland, N. H.; Ernest P. Clifford, engineer, Bellows Falls, Vt.

Train No. 521 on the Fitchburg division of the Boston & Maine Railroad runs from Fitchburg, Mass., to Bellows Falls, Vt. While making the run on Monday morning, July 31, 1905, when at a point distant about half a mile west of the Westmoreland station, Engineer Ernest P. Clifford saw something beside the track, which he thought might be the body of a man. Arriving at Walpole, he reported the fact to the station agent, who at once communicated with Station Agent Hall at Westmoreland. Mr. Hall, with Section Foreman Dunn, went out and found beside the track the dead body of John Lappi, a section man, in a horribly mutilated condition. From testimony submitted it appears that Lappi and two companions went to Walpole Saturday night previous and came back some time Sunday in a badly intoxicated condition. He was last seen Sunday evening about nine o'clock, when he left the car house, where he was accustomed to sleep. He had partially undressed, and for some reason, not apparent, he left his companions and probably without any definite object in view walked up the track, sat down by the rail, and fell asleep. He was evidently struck by passenger train No. 573, which passed this point that night about 11.30 o'clock, though none of the trainmen had any knowledge of the fact. A portion of the body was found on the milk car, which was next to the engine of this train, upon its arrival in Boston the next morning, which would seem to afford the best obtainable evidence that it was this train which caused his death. John Lappi was a Finn, and had been employed on the Westmoreland section only about thirty days. He was about fifty years of age. As there is no grade crossing within half a mile of the point where the body was found, it is not apparent that Lappi had any reason for being on the track, and his meeting with death under these circumstances is attributable to his intoxicated condition.

GEORGE E. BALES,
For the Board.

DEATH OF UNKNOWN MAN.

(Supposed to be J. J. O'Connor.)

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 26, 1905.

Investigation at Concord, December 22, 1905.

Witnesses: M. M. Green, conductor, Springfield, Mass.; George B. Rust, engineer, Springfield, Mass.; Charles Titus, fireman, Springfield, Mass.

About November first, 1905, a man giving the name of J. J. O'Connor, who claimed that his home was in Barre, Vt., appeared in Keene, N. H. He was a man of dissolute habits and afforded much trouble for the police force of that city. He was frequently under the influence of liquor and always quarrelsome. Finally he was arrested for drunkenness and served a time in jail. He was liberated Wednesday, November 29, by a man named Nichols, who volunteered to pay the balance of his fine, provided he would accompany him to his camp in Stoddard and cut wood. When they had driven out of town, the man jumped out of the wagon and ran away. This was the last seen of him until his dead body was found on the railroad track just north of the West Swanzey station, about two hundred feet from the first crossing on the morning of November 30. The discovery was made by the engineer of train No. 84, which is a way freight running from Keene to Springfield, Mass. Upon observing the body the engineer attempted to bring his train to a stop, but was unsuccessful. Continuing to the West Swanzey station, instructions were received to obtain the proper authorities and return to the place where the body was seen. They discovered the body of a man about fifty years of age, and from the character of his injuries he must have been instantly killed. Investigation showed that three trains had passed this place during the night, but none of the train crews knew anything about the accident. A suggestion was made that this man was stealing a ride on one of these trains and fell off, and that possibly another train may have run over him. This, of course, is entirely a supposition; indeed, no direct evidence was submitted as to the exact manner in which he met his death. In any event, he was on the track without right and presumably was in a condition which rendered it impossible for him to

properly care for himself. No one can be blamed for the accident except O'Connor himself. He was the victim of his own habits.

GEORGE E. BALES,
For the Board.

DEATH OF H. E. HARDY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 22, 1905.

Investigation at Concord, December 22, 1905.

Witnesses: John Betters, conductor, Nashua, N. H.; J. R. Hamel, brakeman, Nashua, N. H.; L. D. Gervais, brakeman, Nashua, N. H.; Virgil Parker, engineer, Nashua, N. H.; W. K. Downey, fireman, Nashua, N. H.

H. E. Hardy of Nashua, N. H., brakeman on the Worcester, Nashua & Rochester Division of the Boston & Maine Railroad, was at work on freight extra No. 661, running from Portland to Nashua, and which arrived about 1.15 o'clock on the morning of December 7, 1905, at the west freight yard in Rochester. He was instructed by the conductor to let the brake off on a cut of cars and go down the yard and set the main line switch. He answered, "All right," and was last seen, before the accident, on the top of a box car, from which it is supposed he got down on to the rear car, which was a coal car, and from there on to the step of the coal car, evidently holding on and riding down toward the switch, which he was instructed to set. While riding down, it is supposed that he struck the switch target and lost his hold on the car, his foot caught in the step and he was dragged some seventy-five feet. The conductor noticed that the main line switch had not been set, and as he went down to set the same he found Mr. Hardy lying beside the track breathing heavily. He called the train crew and immediately sent for a doctor. He was taken to the hotel in Rochester and died about five o'clock that morning. He was about thirty years of age and had been in the employ of the railroad as brakeman about four months.

The exact cause of this fatal accident cannot be determined, but we are inclined to the theory advanced by the conductor that Mr. Hardy lost his hold by striking the switch target, as the cars were being run down the yard, and that when he lost

his hold his foot caught in the step and produced the fatal result. As he had been in the employ of the railroad in the capacity of brakeman nearly four months, he was familiar with the location of the switches, and should not have taken the risk of riding in the manner described. The cars were handled in the usual manner and no complication existed, which removes this case from the class that is purely accidental.

A. G. WHITTEMORE,

For the Board.

DEATH OF JOHN KELLEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 26, 1905.

Investigation at Concord, December 22, 1905.

Witnesses: George K. Thompson, Newfields, N. H.; J. H. Anderson, conductor, Somerville, Mass.; H. S. Hodsdon, engineer, Somerville, Mass.

At 5.52 o'clock Sunday morning, September 24, 1905, John Kelley, a man eighty-two or eighty-three years old, who lived near the track of the Boston & Maine Railroad, and a few hundred feet from the depot in Newfields, was seen by a neighbor, George K. Thompson, to leave his house and go to his barn, and then to return, go across the highway to the track, walk along beside it while the regular paper train from Boston was approaching, and when it was within a few feet of him stop a few seconds and then jump or step between the rails, where he was instantly killed by the locomotive. The engineer of the train, which had slowed down to throw off the papers at the station, saw Mr. Kelley as he stopped beside the track and as he stepped over the rail, but had no time in which to do anything to prevent the accident. All the evidence in this case points to the conclusion that Mr. Kelley deliberately committed suicide. All witnesses agree that he was looking directly at the train as it approached, and there was no reason why he should have gone in front of it unless he intended to have it kill him.

He was an old man, but was in the possession of all his faculties, and was vigorous for one of his age. There is no apparent reason why he should have attempted to cross the track or have left his home at that hour of the day. There was no crossing near, and so far as can be ascertained nothing called him into

danger. The train was nearly on time and was being handled as usual. Its crew were all at their posts and doing their whole duty.

H. M. PUTNEY,
For the Board.

DEATH OF UNKNOWN MAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 26, 1905.

Witness: James White, track walker, Keene, N. H.

James White, a track walker in the employ of the Boston & Maine Railroad, while walking over a section on the Fitchburg division, in Keene, on Sunday, July 16, 1905, about half past five o'clock in the morning, found the mangled remains of a man between the rails.

Nothing has been learned definitely concerning this man, who he was, where he came from or where he was going, but all the known facts warrant the conclusion that he was a tramp who was stealing a ride on a freight train that left Keene for the west about an hour before, and fell off between the cars upon the track, where he was run over.

H. M. PUTNEY,
For the Board.

DEATH OF PETER JOHNSON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, January 12, 1906.

Investigation at Manchester January 12, 1906.

Witnesses: Frank H. Watdon, engineer, Portland, Me.; Harry W. Prout, fireman, Portland, Me.

Peter J. Johnson of Portland, Me., freight brakeman employed on the Western Division of the Boston & Maine Railroad, on March 3, 1905, was braking on train No. 610, between Portland and Boston.

A part of the train was left at Berwick, Me., and the engine with two cars attached was run over the river to Salmon Falls. While engaged in shifting there, Mr. Johnson in the performance of his duty, while attempting to unhitch the rear car, while the same was being backed over a highway crossing into a side track, for the purpose of signaling to the engineer, seized the top rung of the ladder, which was insecurely fastened; this breaking away he fell to the track and was run over by the car on which he had been riding.

The engineer, being warned by the crossing tender, made an immediate stop, and upon examination the body of Johnson was found under the rear trucks of the forward car. Apparently death had been instantaneous. Mr. Johnson was about twenty-seven years of age and had been in the employ of the railroad about four years as a freight brakeman. He was a young man of good reputation, careful, and experienced. The car which caused his death was owned by the Pennsylvania Railroad and numbered 93404. The accident to Mr. Johnson was caused by the defective rung of the freight car. The fact as to whether a proper inspection of this car would have revealed the defect did not appear from the evidence.

GEORGE E. BALES,
For the Board.

DEATH OF JOHN W. STOTT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, January 12, 1906.

Investigation at Manchester, January 12, 1906.

Witnesses: George Kane, conductor, Portsmouth, N. H.; A. D. Bennett, engineer, Portsmouth, N. H.; A. W. Caswell, fireman, Portsmouth, N. H.

John W. Stott, a brakeman in the employ of the Boston & Maine Railroad, was killed while in the discharge of his duty, upon a private spur track in the yard of the White Mountain Paper Company, at Portsmouth, at about four o'clock P. M., September 15, 1905.

A shifting crew consisting of Engineer A. D. Bennett, Conductor George Kane and Brakeman Stott took an engine and run it up upon the spur track a distance of about fifteen hundred feet to get a car that was to be set into a train. Having

hitched to this car, the engine started to back out with it to the siding, but before going far the engineer was informed by motions that there was trouble and came to a stop. Going back he found between the rails Mr. Stott in a dying condition from a severe wound in his head, apparently caused by a fall from the rear of the car upon the rail. He had ridden up with the conductor on the front of the engine, and when the hitch was being made stepped off and walked back beside the car, which was the last seen of him alive by any of the witnesses. He was found nearly under a pipe enclosed in a box, which the paper company had put over the track for its own use, about two feet higher than the top of an ordinary box car like the one that was being moved, and, while there is no direct testimony to that effect, it is the opinion of the other members of the crew, in which we coincide, that Stott on reaching the rear of the car climbed upon it for the purpose of letting off the brake, and while there was struck by the pipe box and knocked head foremost to the ground. The spur track was the property of the paper company and used by the railroad only in setting in and taking out cars for the company. The box containing the pipe was also the property of the paper company, constructed and put in position for its exclusive use. This box was removed immediately after the accident. If it had not been there Mr. Stott would not have been injured. It was gross carelessness to put it there.

It is not for us to determine the legal responsibility as between the railroad and the company for this fatal mistake, but it is clear to us that no just criticism can attach to any of the train crew, all of whom were obeying orders, attentive, watchful, and active.

H. M. PUTNEY,
For the Board.



APPENDIX.

NEW HAMPSHIRE ELECTRIC COMPANY.



NEW HAMPSHIRE ELECTRIC COMPANY.

THIS INDENTURE, made the twenty-fourth day of August, in the year nineteen hundred and five, between Alexander S. Webb, Jr., of the city and state of New York, of the first part; David A. Belden of Haverhill, in the state of Massachusetts, and John L. Motley of Nahant, in the state of Massachusetts (hereinafter called the trustees, which expression shall extend to and include the trustee or trustees for the time being of these presents where the context so admits), of the second part, and Willard V. King of the city and state of New York, Alfred D. Foster of Milton, in the state of Massachusetts, and Charles F. Ayer of Boston, in the state of Massachusetts, and the said David A. Belden and Alexander S. Webb, Jr. (hereinafter called the directors, which expression shall extend to and include the directors for the time being of the trusts of these presents where the context so admits), of the third part:

WHEREAS certain shares and securities, the particulars whereof are specified in the first schedule hereto, have been respectively transferred and delivered at the said Boston, to the trustees, by the said Alexander S. Webb, Jr., or are intended to be immediately so delivered and transferred, to the intent that the same shall be held upon the trusts hereinafter expressed concerning the same;

NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared that the trustees shall stand possessed of the said shares and securities and the investments for the time being representing the same and the property and effects at any time vested in them, for the purposes of these presents (hereinafter called the "trust premises") IN TRUST, to hold, manage and deal with the same and receive the income thereof for the benefit of the holder or holders for the time being respectively of the preferred and common shares hereinafter mentioned in the trusts of these presents (hereinafter called respectively the preferred and common shareholders) according to the number of such shares held by them respectively and with and subject to the powers and provisions hereinafter contained concerning the same.

THE TRUSTEES.

First. All the property and effects for the time being subject to any of the trusts of these presents, shall be transferred to and vested in the trustees.

Second. The trustees shall have powers, with the consent or at the request of the directors and subject to the limitations and conditions of this indenture, from time to time

(a) To sell or lease by public auction or private contract on such terms as the directors shall think fit, the whole or any part or parts of the trust premises and to buy in or rescind or vary any contract of sale or lease and to resell or relet, without being responsible for loss, or to exchange the same for any shares, securities, property or effects in which the trustees might under the provision hereof invest any moneys forming part of the trust premises.

(b) To purchase, subscribe for or otherwise acquire, for the purposes of the said trusts, any shares, bonds or securities of any company, companies or voluntary trusts incorporated or formed for the purpose of (1) building, acquiring, owning, using or conducting the business of any street railway or electric railway in any part of New England, or (2) engaged in the business of transporting merchandise, mails or express matter, or (3) generating electricity or gas and transmitting the same, or (4) furnishing in any manner light, water, heat or power to any such company or any other persons at any place in New England, or (5) constructing works for or manufacturing or dealing in electrical or other machinery, tools, utensils, articles or supplies used by any of the other companies or trusts above mentioned, or (6) for the purpose of holding, managing and dealing with the securities of any such companies, or (7) engaged in the business of insuring corporations of any or all of the foregoing classes, against loss by fire or casualty, or (8) engaged in the business of insuring corporations of any or all premises of railway, railroad, and amusement companies.

(c) To invest any moneys forming part of the trust premises, in any manner for the time being authorized for investments made by Massachusetts savings banks, and to deposit any such moneys with any trust company or in any bank.

(d) To advance or lend money, on such terms and with or without security as the directors shall think proper, to any company any of the shares, bonds or securities of which shall be at the time subject to any of the trusts of these presents or shall then have been subscribed for by the trustees in pur-

suance of the provision for that purpose hereinbefore contained.

(e) To release any such company as is mentioned in the preceding clause from any debt or liability to the trustees on any account whatever, and to discharge and cancel without payment any promissory note or other evidence of indebtedness or liability of any such company at any time held by the trustees for the purposes of the trusts of these presents, or to convert any such debt or liability into shares or bonds of any such company or any company into which it may be consolidated or to which its business may be transferred.

(f) To buy or join with any other person or persons in buying any property that shall be sold under the provisions of any mortgage or security, to the benefit of which in whole or in part the trustees may be entitled for the purposes of the said trusts, and to allow the title to any property so bought to be taken in the name or names of any other person or persons and to be so held as long as the directors shall think proper.

(g) To transfer to any person or persons any share or shares in any company that shall be subject to any of the trusts of these presents, and to allow any such share or shares to stand in the name or names of such person or persons as long as the directors shall think proper for the purpose of qualifying such person or persons as a director or directors or other officer of such company, or otherwise for the purpose of maintaining the organization of such company.

(h) To cause any shares, bonds or securities forming part of the trust premises, to be transferred into the names of or vested in the trustees or any of them jointly with the right of survivorship or in any one of them, in such manner as not to give notice that they are trustees thereof or that the same are affected by any trust, or to cause said shares, bonds or securities to remain in the name or names of, or to be transferred into the name or names of any other persons, firms or corporations, and from time to time to transfer and retransfer all such shares, bonds or securities, and to entrust to any incorporated trust company for safe keeping any or all of the bonds, certificates, securities, and documents comprised in or relating to the trust premises.

(i) To collect, sue for, receive and receipt for all sums of money of any kind coming due to said trusts; to compound, compromise, abandon or adjust by arbitration or otherwise any actions, suits, proceedings, disputes, claims, demands and things relating to the trust premises, and to transfer to and deposit with any trust company or other persons any shares or securi-

ties forming part of the trust premises for the purposes of any arrangement for enforcing or protecting the interests of the trustees or the owners of such shares or securities, and to give time with or without security for the payment or delivery of any debts or property claimed in favor of the trusts of these presents, and to pay or satisfy any debts or claims, upon any evidence that the directors shall think sufficient.

(j) To advance from time to time out of their proper moneys for any of the purposes of the trusts of these presents, any such sum or sums of money as the directors shall request and upon such terms as to repayment and security as they shall agree upon with the directors.

(k) To permit any company, any of the shares, bonds or securities of which shall be at the time subject to any of the trusts of these presents, or shall then have been subscribed for by the trustees in pursuance of the provision for that purpose hereinbefore contained, or the property of such company, to be sold or leased to, merged or consolidated with, any other company or the property of any other company.

(l) To vote in person or by proxy upon all shares of stock or other securities whatsoever at any time belonging to the trusts and to collect and receive and receipt for the dividends and interest thereon, and may contract with each or any of the constituent companies in respect of any matter or matters relating to the operation of such road or the conduct of the business of any such company or companies.

(m) To turn in and use any of the securities of the trust premises in accordance with the sinking fund provisions of mortgages securing the same, at such prices as the directors may think proper.

(n) Generally in all matters not hereinbefore specified, to deal with the trust premises and to manage and conduct the trusts hereof (including the giving or furnishing proxies for voting at meetings in respect of any shares, bonds or securities at any time subject to the trusts of these presents) in any manner that the directors shall request or approve, as fully as if the trustees were the absolute owners of the trust premises, and to execute and do all such agreements, deeds, instruments, and things as may be proper for any of the said purposes.

An it shall be incumbent on the trustees to exercise the said powers whenever and in such manner as the directors shall from time to time request; but so that the trustees shall not be obliged to incur any personal liability without being sufficiently indemnified against the same.

Third. The trustees shall raise by pledge of so much of the trust premises as may be necessary for the purpose, or in any other manner herein provided for raising money, and pay to Otto T. Bannard, Alfred D. Foster, and Charles F. Ayer (reorganization committee) a sum not to exceed ninety thousand dollars (\$90,000) for moneys advanced and applied or to be advanced and applied by them to their expenses and charges incurred or made for the protection of the shares and securities comprised in the trusts of these presents, or on account of the New Hampshire Traction Company or any of the companies of which any of the shares or securities are included among those above mentioned, including fourteen thousand dollars (\$14,000) paid or to be paid on account of sinking funds on mortgages of such companies, and in organizing and providing a working capital for the present trusts, and may raise or secure in like manner a sum not exceeding seventy thousand dollars (\$70,000) for or on account of the purchase by any of the said companies of the Frank Jones electric plant and business at Portsmouth (New Hampshire) and a sum not exceeding twenty thousand dollars (\$20,000) for or on account of the purchase of a turbine engine and generator for the Rockingham County Light and Power Company.

Fourth. The trustees shall from time to time set apart out of the income of the trust premises as and for a surplus fund, such sums if any as the directors may direct. And the said surplus fund shall be applicable to any purposes to which money forming part of the capital or income of the trust premises may be applied, including as hereinafter provided and not otherwise, the payment of future dividends and shall be considered as capital until the same is otherwise appropriated.

Fifth. Out of the residue of the income of the trust premises arising in each financial year of the trusts of these presents, and such part or parts of any of the surplus fund as the directors may direct the trustees to apply to this purpose, the directors may declare dividends among the preferred shareholders, according to the number of the preferred shares held by them respectively at the time fixed by the directors in declaring the dividend for ascertaining the shareholders to whom such dividend is to be paid, at the rate of four per cent (4%) of the par value of the preferred shares for the said year, or in case the income shall in the opinion of the directors be insufficient for that purpose, then at such reduced rate as the directors shall think proper, and such reduction shall not be made up in any subsequent year; the dividends on such preferred shares being

non-cumulative, limited to four per cent (4%) per annum, and such preferred shares being entitled to no other or further share of the profits, except as hereinafter provided. And the trustees shall appropriate sufficient for the payment of the dividends so declared and shall pay the said dividends to the preferred shareholders at the time appointed by the directors therefor in declaring the dividends.

Sixth. After declaring the said dividends on the preferred shares for a financial year, the directors, out of the surplus income for such financial year, may declare dividends among the common shareholders, according to the number of the common shares held by them respectively at the time fixed by the directors in declaring the dividends for ascertaining the shareholders to whom such dividends are to be paid. And the trustees shall appropriate sufficient for the payment of the dividends so declared and shall pay the said dividends to the common shareholders at the time appointed by the directors therefor in declaring the dividends. And the directors may declare such dividends in any year on the common shares, only if a dividend or dividends on the preferred shares shall have been previously declared for the same year amounting to a proportionate part of the said four per cent (4%) according to the part of the said year that will have elapsed at the time fixed for paying such dividends respectively on the common shares, and the directors shall be of opinion testified by a declaration thereof in their resolution declaring the dividend on the common shares that a further dividend bringing up the dividends on the preferred shares to the said four per cent (4%) for that year, is reasonably assured by the actual and probable receipts of income during the same year. But otherwise no dividend on the common shares shall be declared in any year unless a dividend or dividends amounting to the said four per cent (4%) shall have been previously declared on the preferred shares.

Seventh. Taxes assessed on or after the first of April and before the first of July in the present or any subsequent calendar year, shall for the purposes of these presents be treated as if they were assessed on the first of July, so far as conveniently practicable.

Eighth. In case any interest in real estate shall by any means be acquired by the trustees for any of the purposes of these presents, the trustees shall hold the same upon trust, for sale and conversion into personal estate, with power to sell, exchange, mortgage or charge the same or any part or parts thereof in the like manner and with and subject to the like

powers and provisions as they may under the provisions hereof sell, exchange, mortgage or charge any part of the trust premises, and with power to postpone such sale and conversion so long as the directors in their uncontrolled discretion shall think proper; but all such real estate shall at all times during any postponement of the sale and conversion thereof be considered as personal estate for the purposes of enjoyment and transmission and the powers of the trustees and directors in managing and dealing with the same.

Ninth. The remuneration of the trustees shall be such as shall from time to time be fixed by agreement between them and the directors.

Tenth. Every trustee may purchase or acquire shares in the said trusts in all respects as if he were not a trustee.

Eleventh. When any trustee, being a natural person, is absent from New England, New York, and New Jersey and has been so absent for more than seven days or is in the judgment of the directors unfit or incapable to act in the said trusts, the other trustee or trustees for the time being of these presents, may exercise the powers and authorities hereby given to the trustees. And any trustee so absent or contemplating such absence may by power of attorney or otherwise, empower any other trustee so to act on his behalf and to use his name for execution or signature of documents for the purposes of the said trusts without being responsible for loss.

Twelfth. Any trustee may retire and be discharged from the said trusts by presenting his resignation thereof in writing at a meeting of the directors or of the shareholders, or by delivering the same to some one or more of the directors, and such resignation shall be effectual and complete only upon the expiration of three (3) calendar months thereafter, or the previous acceptance of his resignation by the directors or the appointment of a new trustee or trustees in his place, and meanwhile he shall continue to act as such trustee.

Thirteenth. The directors shall have power at any time or times to increase or reduce the number of trustees of these presents (but they shall not reduce the number of trustees in the case of natural persons to less than two) and to appoint any additional trustee or trustees and to discharge any trustee or trustees from the said trusts. And whenever any trustee shall die or be or desire to be discharged from the said trusts or resign the same, the directors shall have power to appoint a new trustee in his place. And any incorporated company may be appointed the sole trustees of these presents, but no such

company shall be a trustee jointly with one or more natural persons or with another such company.

Fourteenth. Upon the discharge or resignation of any trustee and upon every appointment of any new trustee or trustees such instruments shall be executed as shall be necessary or convenient for vesting the trust premises in the trustee or trustees for the time being, or providing evidence of such vesting independently of such discharge, resignation or appointment.

Fifteenth. The receipts of the trustees or either or any of them for moneys or things paid or delivered to them or him shall be effectual discharges to the persons paying or delivering the same therefrom and from all liability to see to the application thereof. And no purchaser or person dealing with the trustees shall be bound to ascertain or inquire whether any such consent or resolution of the directors or shareholders as is herein required or provided for has been obtained or passed, or as to the existence or occurrence of any event or purpose in or for which a sale, mortgage, pledge or charge is herein authorized or directed, or otherwise as to the purpose or regularity of any of the acts of the trustees purporting to be done in pursuance of any of the trusts or powers herein contained, or as to the regularity of the discharge, resignation or appointment of any trustee or trustees; and a transfer of the trust premises or any part thereof executed by the trustee or trustees in whom the same shall be vested at the time of any such discharge, resignation or appointment (including any retiring trustee who shall be willing to act and shall act in executing such transfer, but not otherwise including any such trustee) for the purpose of vesting the same in the trustee or trustees for the time being of these presents or providing evidence of such vesting independently of such discharge, resignation or appointment, shall as to the property comprised in such transfer be conclusive evidence in favor of any such purchaser or other person dealing with the trustees, of the matters therein recited relating to such discharge, resignation or appointment or the occasion thereof or the occasion of such transfer. And no purchaser or person dealing with any trustee or trustees purporting to act during such absence, unfitness or incapability of any other trustee or under any such delegation of authority from any other trustee as hereinbefore provided for or authorized, shall be concerned to ascertain or inquire whether an occasion exists in which he is authorized so to act or in which such delegation is permitted or whether such delegated authority is still subsisting.

Sixteenth. No corporation, company or body politic shall be affected by notice that any of its shares or bonds or other securities are subject to any of the trusts of these presents, or be bound to see to the execution of any such trusts or to ascertain or inquire whether any transfer of any such shares, bonds or securities by the trustees, is authorized by the said trust, notwithstanding such authority may be disputed by some other person.

Seventeenth. The trustees shall not be liable for errors of judgment, either in holding property originally conveyed to them or in acquiring and afterwards holding additional property, nor for any loss arising out of any investment, nor for any act or omission to act, performed or omitted by them in the execution of these trusts in good faith, and shall be answerable and accountable only for their own acts, receipts, neglects, and defaults respectively and not for those of each other or any agent properly employed by them, nor for any bank, trust company, broker or auctioneer or other person with whom or into whose hands any trust moneys or securities may be deposited or come, nor for any defect in title of the said property and effects specified in the first schedule hereto or other properties or securities acquired for the trust, nor for any loss unless it shall happen through their own wilful default respectively, and shall be entitled to indemnity out of the trust premises against any liability incurred by them in the execution of the trusts hereof. And no trustee of these presents however appointed shall be obliged to give any bond or surety or other security in respect of the trusts hereof.

Eighteenth. From and after the execution of these presents, as to any and all of the property and effects specified in the first schedule hereto that may not have been effectually and perfectly vested in the trustees upon the trusts hereof, and until the same shall have been effectually transferred to the trustees, the said Alexander S. Webb, Jr., shall hold the same upon trust for transfer thereof to the trustees in such manner that the same shall be effectually and perfectly vested in them, except as herein otherwise provided, and subject thereto shall hold the same upon the trusts herein declared concerning the same as if the same had been so transferred.

DURATION OF THE TRUSTS.

Nineteenth. The trusts hereinbefore expressed shall continue in such manner that the trustees and directors shall have all the powers and discretions expressed to be given to them re-

spectively by these presents, and that no shareholder shall be entitled to put an end to the same or to require a division of the trust premises or any part thereof except as herein provided, until the expiration of seventy-five (75) years from the date hereof or the expiration of twenty-one (21) years from the death of the last survivor of the said Willard V. King, Alfred D. Foster, Charles F. Ayer, David A. Belden, and Alexander S. Webb, Jr., and such other persons now living as shall hereafter become directors of the said trusts, before any person or persons not now living shall have become the only director or directors thereof, or the offices of directors thereof shall have become entirely vacant, whichever of the said periods shall first expire, and at the expiration of the time so limited for such continuance of the said trusts they shall terminate. The death of a shareholder, trustee or director during the continuance of these trusts shall not operate to terminate the trusts, nor shall it entitle the legal representatives of the deceased shareholder, trustee or director to an accounting or to take any action in the courts or elsewhere.

Twentieth. Upon the termination of the said trusts by the said limitation or under the provisions hereinafter contained, the trustees shall sell and convert into money the whole of the trust premises and shall apportion the proceeds thereof among all the shareholders ratably according to the number of the said shares held by them respectively, but so that the preferred shareholders shall receive out of the said proceeds one hundred dollars (\$100) for each of the preferred shares held by them before any part thereof shall be payable on account of any of the common shares. And in making any sale under this provision the trustees shall have power to sell by public auction or private contract and to buy in or rescind or vary any contract of sale and to resell without being answerable for loss, and for the said purposes to do and execute all proper deeds, instruments, and things.

THE DIRECTORS.

Twenty-first. There shall be not less than five nor more than nine directors of the said trusts and it shall not be necessary that any director shall be a holder of any of the shares therein.

Twenty-second. The first directors shall be the said Willard V. King, Alfred D. Foster, Charles F. Ayer, David A. Belden, and Alexander S. Webb, Jr., and they and any added by them to their number shall continue in office with power to add to their

number up to the maximum number above mentioned, until the first annual meeting of the shareholders and until their places are filled.

Twenty-third. The directors shall be elected at the first and every subsequent annual meeting or at a special meeting of the shareholders, and shall continue in office until the next annual meeting and until their places are filled. And the shareholders may from time to time increase or reduce the number of directors within the limits above mentioned.

Twenty-fourth. Any director shall be eligible for re-election.

Twenty-fifth. Any casual vacancy in the number of the directors may be filled by the directors, but any director so appointed shall continue in office only so long as the director in whose place he is appointed would have continued in office and the remaining directors may act notwithstanding any vacancy in their numbers.

Twenty-sixth. A director may resign by presenting his resignation in writing at a meeting of the directors or delivering the same to the president or secretary, but shall not vacate his office before acceptance of his resignation by the directors.

Twenty-seventh. The remuneration of the directors shall be such as shall from time to time be fixed by the shareholders at a meeting, and shall be divided among the directors in such manner as shall be determined by agreement between the directors, and in the absence of such agreement shall be divided among them equally. And until an amount is so fixed the directors shall receive ten dollars (\$10) each for every meeting of the directors that they shall attend in person respectively, and no further remuneration.

Twenty-eighth. If a director shall be called upon to travel or perform other extra services the directors may arrange with him for his special remuneration and for his expenses in respect of such services as they shall think fit.

Twenty-ninth. The directors may meet together for the transaction of business and regulate their meetings as they think proper, and they may prescribe the times and places of regular meetings of directors, which may be held without any further notice thereof; but no meeting shall be held at any other place than the city of New York or Boston, except in pursuance of a special resolution passed at a previous meeting of the directors or by agreement of all the directors, and in no event shall directors' meetings be held out of New England, New York or New Jersey.

Thirtieth. The quorum necessary for the transaction of busi-

ness at a meeting of the directors shall be three (3) directors present personally or by proxy, of whom at least two shall be present personally. Such quorum shall have full power to exercise all or any of the powers, authorities, and discretions for the time being vested in the directors.

Thirty-first. Three (3) directors may at any time summon a special meeting of the directors by giving to each of the other directors three (3) days' notice of such meeting, and a notice thereof sent through the postoffice in a prepaid letter addressed to any director at his usual address and posted in the city of New York or Boston on the fifth or any earlier day before such meeting, shall be deemed sufficient notice to such director, whether the same shall be received by him or not, and in computing any such time Sundays and holidays shall be included. But if any director shall be out of the United States or west of the Mississippi it shall not be necessary to give him any notice of such meeting.

Thirty-second. A director may from time to time in writing appoint another director as his proxy to vote at any meeting of the directors.

Thirty-third. Questions arising at any meeting of the directors shall be decided by a majority of the votes of the directors present personally or by proxy, and in case of an equality of votes the president or chairman of the meeting shall have a second or casting vote.

Thirty-fourth. The directors from time to time shall elect from among themselves a president, and may also elect one or more vice-presidents, a secretary, a treasurer, and other officers who may or may not be elected from among the directors. And all of the said officers shall continue in office until the time of the next annual meeting of the shareholders and until their places are filled. The president, vice-president, treasurer, secretary, and other officers shall have the authority and perform the duties usually incident to those offices in the case of corporations so far as applicable thereto, and shall have such other authority and perform such other duties as may from time to time be determined by the directors. The directors shall fix the compensation, if any, of all officers and agents whom they may appoint.

Thirty-fifth. The directors at any time may permit any officer to resign his office, or may by a vote of a majority of all the directors remove him from his office without assigning any reason therefor and may elect another person in his place and shall likewise have authority to elect temporary officers to serve during the absence or disability of regular officers.

Thirty-sixth. The action of the directors in respect of any matter shall be testified by a resolution passed by them at a meeting.

Thirty-seventh. A certificate signed by the president and secretary of the directors or by the chairman and clerk of a meeting of the directors at which any resolution is passed or by persons certifying that they are such president and secretary or that they acted as the chairman and clerk of such meeting, shall be conclusive evidence in favor of the trustees and all other persons acting in good faith in reliance thereon, of the contents of such resolution, of all matters in such certificate contained relating to such meeting and the regularity thereof and the passage of such resolution, and no person shall be obliged to make any inquiry as to any of the said matters or as to the election or appointment of any person acting as a director at such meeting, or be affected by actual or implied notice of any irregularity whatsoever therein.

Thirty-eighth. A resolution in writing signed by all the directors shall be as valid for all purposes as a resolution passed at a meeting of the directors.

Thirty-ninth. The directors shall cause to be kept in books provided for the purpose, minutes of all resolutions and proceedings of the directors and of the names of the directors present at every meeting of the directors, specifying whether they were present in person or by proxy, and minutes of all resolutions and proceedings of all meetings of the shareholders. And such minutes, if purporting to be signed by the chairman of such meeting or of the next succeeding meeting, shall be evidence of the matters therein stated and of the regularity of the meeting and that proper notice of the meeting was given if any was required, and a certificate signed by the chairman and clerk of such meeting or by persons certifying that they acted as such, shall be conclusive evidence in favor of the trustees and all persons acting thereon in good faith of all such matters and things therein stated.

Fortieth. The directors may raise or secure the payment of money for the purposes of the said trusts by the issue of promissory notes, bonds, certificates or other instruments in writing, charging all or any of the trust premises (both present and future) with the payment of any sum of money therein mentioned upon such terms as they think proper, or providing that such payment shall be enforceable against the property and effects subject to the said trusts at the time of proceedings to enforce the same or at any other time or against all or any

of the trust premises (both present and future) upon such terms as they think proper, and any such promissory note, bond, certificate or instrument shall be signed in such manner as the directors may prescribe by not less than two officers, and the directors shall not have power thereby to make any agreement whereby the trustees or the shareholders or any of them shall be personally liable in respect of anything contained in any such certificate or instrument.

Forty-first. The directors may require the trustees to mortgage or pledge all or any of the trust premises (both present and future), or to hold the same or any part thereof subject to a charge in priority to the interests of the shareholders, upon such terms and with and subject to such powers and provisions as the directors shall think proper, for the purpose of securing the payment of money in accordance with the provisions of any such notes, bonds, certificates or other instruments issued by the directors under the provisions hereinbefore contained, or of securing the payment of money payable or to become payable by any company of which any of the shares, bonds or securities shall at the time be subject to any of the trusts of these presents, or shall then have been subscribed for by the trustees in pursuance of the provisions for that purpose hereinbefore contained. And the trustees shall mortgage or pledge the same or hold the same subject to a charge accordingly, but so that the trustees shall not be obliged thereby to incur any personal liability for the payment of any such money.

Forty-second. All money raised by means of any such mortgage, pledge, certificates or instruments, as above mentioned, shall be paid into the hands of the trustees.

Forty-third. Notwithstanding anything hereinbefore contained, no sale shall be made of the trust premises or any part thereof, and no sum of money beyond the sums mentioned in the third paragraph hereof, shall be secured by any charge, mortgage or pledge of the whole or any part of the trust premises except in pursuance of a resolution passed at a meeting of the shareholders by the votes of holders of two thirds of all the shares of each class at the time outstanding. But this provision shall not affect the powers hereinbefore contained for the sale and conversion of real estate that may be acquired for the purposes of any of the trusts of these presents or the surrender of securities for or on account of sinking funds.

Forty-fourth. The directors shall not, nor shall the trustees, have any power or authority to enter into any contract or incur any liability that shall bind or affect the shareholders person-

ally, or be entitled to look to the shareholders personally for indemnity against any liability incurred by the trustees or the directors in the execution of the trusts hereof, or to call upon them for the payment of any sum of money or any assessment whatever. But the trustees and the directors respectively shall be entitled to indemnity against such liability as aforesaid out of the trust premises and may make any contract hereby authorized in such manner that the same and any liability thereunder shall be enforceable against the trust premises or against the property and effects that may be subject to the said trusts at the time of proceedings to enforce such contract or liability.

Forty-fifth. The directors shall cause a proper register to be kept of all mortgages, pledges, charges, certificates, and other instruments specifically affecting the property or effects of the company.

Forty-sixth. The directors shall have power to determine whether any moneys or things are for the purposes of these presents to be considered as capital or income and what constitutes the income of the trust premises for any year or other period, and in what manner any expenses or outgoings are to be borne as between capital and income. And every such determination whether made upon a question actually raised or implied in the acts or proceedings of the directors shall be conclusive and binding upon all persons interested.

Forty-seventh. The directors may determine the time of the commencement of the financial year of the said trusts and from time to time change the same. The financial year shall be taken to be the period herein referred to as the year of the said trusts, and until the directors shall change the same, shall commence on the first of July in each year. In case the directors shall change the time of the commencement of the financial year they shall make proportionate adjustments of the income, expenses, taxes, outgoings, and dividends as they shall consider proper on account of the change.

Forty-eighth. No director or trustee shall be disqualified by his office, from contracting with the trustees either as vendor, purchaser or otherwise, nor shall any such contract or arrangement entered into in respect of the trusts of these presents in which any director or trustee shall be in any way interested be avoided, nor shall any director or trustee so contracting or being so interested be liable to account to the trustees or shareholders for the profit realized by any such contract or arrangement, by reason of such director or trustee holding office or of the fiduciary relation thereby established; but the nature of

his interest must be disclosed by him at the meeting of the directors at which the contract or arrangement is determined on, if his interest then exists, or in any other case, at the first meeting of the directors after the acquisition of his interest, and no director shall, as a director, vote in respect of any contract or arrangement in which he is so interested as aforesaid, and if he do so vote his vote shall not be counted; but this prohibition shall not apply to any resolution to give to the directors or any of them any remuneration or security by way of indemnity, and it may at any time or times be suspended or relaxed to any extent by a general meeting.

Forty-ninth. The directors may delegate any of their powers to committees consisting of such member or members of their body as they think fit. Any committee so formed shall in the exercise of the powers so delegated conform to any regulations that may from time to time be imposed upon it by the directors.

SHARES AND SHAREHOLDERS.

Fiftieth. The beneficial interest of the shareholders in the trust premises shall be divided into not more than forty thousand (40,000) preferred shares of the par value of one hundred dollars (\$100) each and forty thousand (40,000) common shares of the like par value each, all of which shall upon the execution of these presents be issued by the directors to the said Alexander S. Webb, Jr., or to such person or persons as he may in writing under his hand direct.

Fifty-first. New shares in addition to those above mentioned may be issued by the directors with the sanction of a resolution of two thirds of all the shareholders of each class, for the purpose of raising money or acquiring property for the purposes of the said trusts.

Fifty-second. Such new shares shall be of the same par value as the original shares and may in accordance with any directions given by the shareholders in any such resolution, or if no such directions be given, in the discretion of the directors, be issued as common shares ranking *pari passu* with any of the preferred or common shares previously issued, or with any right of preference as to dividend or capital or both, or with any other special privilege or advantage, or with any deferred rights as compared with any shares previously issued or then about to be issued.

Fifty-third. All new shares may be issued either for money or property, and, if issued for money, may be issued fully paid up

upon the payment to the trustees of such sum as the directors shall determine to be the actual value of the existing shares of the same class, or if the new shares are issued with any special privileges or advantages or deferred rights as compared with any existing shares, then upon the like payment of such sum as the directors shall in their uncontrolled discretion determine to be the fair value of the new shares. And if any new shares are issued for the whole or any part of the price agreed upon for any such property, they may be issued fully paid upon the transfer of such property to the trustees upon the trusts of these presents.

Fifty-fourth. Any new shares whether issued for money or property, may be issued without offering the same to the existing shareholders or any of them.

Fifty-fifth. A register or registers shall be kept by or under the direction of the directors, which shall contain the names and addresses of the shareholders and the number of preferred and common shares held by them respectively and of all future transfers thereof. No shareholder shall be entitled to receive any dividend or to have any notice given to him as herein provided until he has given his address to the directors to be entered on the registers.

Fifty-sixth. The directors shall have power to employ some incorporated trust company in the city of New York or Boston, or such a trust company in each of the cities of New York and Boston, as a transfer agent or transfer agents to keep the said registers and to record therein the transfers of any of the said shares and to register certificates of shares issued to the persons entitled to the same after any transfers of such shares. And the remuneration of such transfer agent or agents shall be allowed as part of the expenses incidental to the execution of the trusts of these presents.

Fifty-seventh. Every shareholder shall be entitled to receive from the directors a certificate signed by the president or one of the vice-presidents and the secretary or one of the assistant secretaries, substantially in the form contained in the second schedule hereto, specifying respectively the number of the preferred or common shares held by him, and every certificate shall be registered by the transfer agent if any and have on it a certificate of such transfer agent that it has been registered.

Fifty-eighth. Any certificate may be renewed by the directors on evidence satisfactory to them that it has been worn out, mutilated, lost or destroyed and on such terms if any as to indemnity and otherwise as the directors shall deem proper.

Fifty-ninth. Every transfer (otherwise than by operation of law) of any share and the interest represented thereby shall be in writing under the hand of the transferor, and upon delivery thereof with the existing certificate for such share to the directors or their transfer agent, shall be recorded in the register, and a new certificate therefor shall be given to the transferee, and in case of a transfer of only a part of the shares mentioned in any certificate a new certificate for the residue thereof shall be given to the transferor. Until the transfer shall be so delivered and recorded the transferor shall be deemed to be the holder of the share or shares comprised therein for all the purposes of the trusts hereof and neither the trustees nor the directors shall be affected by any notice of the transfer.

Sixtieth. Any person becoming entitled to any share in consequence of the death, bankruptcy or insolvency of any shareholder or in any way, other than by a transfer in accordance with the preceding paragraph, shall be recorded in the register as the holder of the said share and receive a new certificate for the same upon production of the proper evidence thereof and delivery of the existing certificate to the directors or their transfer agent.

Sixty-first. Shares shall be personal property entitling the shareholders only to the rights and interests in the trust premises set forth in these presents.

Sixty-second. Two or more persons holding any share shall be joint tenants of the entire interest therein and no entry shall be made in the register or in any certificate that any person is entitled to any future limited or contingent interest in any share. But any person registered as the holder of any share may, subject to the provisions hereinafter contained, be described therein as a trustee of any kind, and any words may be added to the description to identify the trust.

Sixty-third. The trustees shall not, nor shall the directors or shareholders or any transfer agent or other agent of the trustees or directors, be bound to take notice or be affected by notice of any trust whether express, implied or constructive or any charge or equity to which any of the said shares or the interest of any of the shareholders in the trusts of these presents may be subject, or to ascertain or inquire whether any sale or transfer of any such share or interest by any such shareholder or his personal representatives is authorized by such trust, charge or equity, or to recognize any person as having any interest therein except the persons registered as such share-

holders. And the receipt of the person in whose name any share is registered, or if such share is registered in the names of more than one person, the receipt of any one of such persons, shall be a sufficient discharge for all dividends and other money payable in respect of such share and from all liability to see to the application thereof.

MEETINGS OF THE SHAREHOLDERS.

Sixty-fourth. An annual meeting of the shareholders shall be held on the second Tuesday of September in every year after the present year, at such time and place in the city of New York or Boston, as the directors shall appoint, at which meeting the trustees and directors shall lay before the shareholders an account of the receipts and expenditures and income account of the trusts hereof from the foot of the last previous account down to the end of the last financial year preceding such meeting, and a report shall be laid before them by the directors whenever they think there is any matter of special interest or importance calling for such report.

Sixty-fifth. At the annual meeting the accounts may be approved after such consideration as the shareholders think proper, and directors shall be elected and any business may be considered or transacted.

Sixty-sixth. The directors may, whenever they think fit, and shall, upon the written request of the holders of one quarter part of all the said shares at the time outstanding, call a special meeting of the shareholders in the city of New York or Boston. Every such request shall express the purpose of the meeting and shall be delivered to the directors or one of them, or to their transfer agent, addressed in the words, "To the directors of the New Hampshire Electric Railways." And in case the directors shall refuse or neglect for seven (7) days after the request shall have been so delivered, to call such special meeting, to be held within twenty-one (21) days after the delivery of the request, the same may be called by the person or persons signing such request or by any three (3) of them. And a special meeting may also be called by the holders of the part above mentioned of the said shares whenever the offices of directors shall be entirely vacant or there shall not be any such directors within the United States east of the Mississippi river.

Sixty-seventh. The president shall be entitled to preside at every meeting of the shareholders, but if he is not present at the commencement of the meeting or being present shall not

be willing to preside, the shareholders present shall choose any other shareholder to preside as chairman of such meeting.

Sixty-eighth. At a special meeting no business or resolution shall be considered or passed other than such as is included in the purposes for which the meeting is called.

Sixty-ninth. Notices of the annual meetings and of special meetings shall be given in writing by the directors, or in case of a special meeting by the persons calling the same, to each of the shareholders and shall specify the time and place thereof, and in the case of a special meeting the purposes thereof, seven (7) days at least before such meeting.

Seventieth. At all meetings every shareholder shall have one (1) vote for every share held by him and may vote in person or by proxy appointed by writing under the hand of the appointer or in the case of a corporation, under its seal. And the holders of one-tenth of all the shares shall constitute a quorum for the transaction of business.

Seventy-first. When any share is held jointly by several persons, any one of them may vote at any meeting in person or by proxy in respect of such share, but if more than one of them shall be present at such meeting in person or by proxy no vote shall be received in respect of such share unless the persons so present join in or assent to such vote.

Seventy-second. If the holder of any share is a minor or a person of unsound mind or subject to guardianship or to the legal control of any other person as regards the charge or management of such share, he may vote by his guardian or such other person appointed or having such control and such vote may be given in person or by proxy.

Seventy-third. For the purpose of determining the shareholders entitled to vote at any meeting, the registers shall be closed at the end of such day as the directors shall direct, but not more than twenty-one days before the day of such meeting, and shall remain closed while the meeting is in progress.

Seventy-fourth. If at the expiration of half an hour from the time appointed for a meeting a quorum is not present the meeting shall be dissolved, if called at the request of shareholders or by shareholders after such request as hereinbefore provided; but in other cases the shareholders present in person or by proxy shall constitute a quorum for the purpose of adjourning the meeting, but not for the transaction of any other business.

Seventy-fifth. Except as otherwise herein provided any resolution carried by a majority of the votes given at any meeting shall be binding, and in case of an equality of votes the chairman of the meeting shall have an additional or casting vote.

Seventy-sixth. The shareholders may by a resolution passed by the votes of the holders of three fourths of all the shares of each class at the time outstanding, remove any trustee or trustees for the time being of these presents or any director or directors of the said trusts, or terminate the said trusts at an earlier time than that hereinbefore limited for that purpose, or make any alteration in the trusts, powers, and provisions herein contained; but so that no such alteration shall affect the relative rights of the holders of the preferred and of the common shares, though it may provide for the reduction of the number of shares of any class, and so that no alteration shall be complete or effectual, until a certificate signed by the chairman and clerk of the meeting at which the resolution is passed and setting out such resolution and the manner in which it was passed shall be delivered to the trustees.

Seventy-seventh. Every notice to the shareholders required or provided for in these presents, may be given to them personally or by sending it to them through the postoffice in a prepaid letter addressed to each of them respectively at his address specified in the register, and posted in the city of New York or Boston, and in the latter case shall be deemed to have been given at the time when it is so posted. But in respect of any share held jointly by several persons, notice so given to whichever of them is first named in the register, shall be sufficient notice to all of them. And any notice so sent to the registered address of any shareholder shall be deemed to have been duly sent in respect of any such share, whether held by him solely or jointly with others, notwithstanding he be then deceased and whether the directors or any person sending such notice have knowledge or not of his death, until some other person or persons shall be registered as holders. And the certificate of the person or persons giving such notice shall be sufficient evidence thereof and shall protect all persons acting in good faith in reliance on such certificate.

MISCELLANEOUS PROVISIONS.

Seventy-eighth. The trusts of these present may be collectively designated for all the purposes thereof as the "New Hampshire Electric Railways" and under that name so far as practicable all business of the trust shall be conducted and all instruments in writing executed, and a common seal containing the name "New Hampshire Electric Railways" may be adopted and used in the conduct of the business of the trust.

Seventy-ninth. In the construction of these presents words in the singular number include the plural number and words denoting males include females and words denoting persons include firms and corporations, unless a contrary intention is to be inferred from the subject matter or context.

Eightieth. The headings of different parts of these presents and the marginal notes to them, are inserted for convenience of reference and are not to be taken to be any part of these presents or to control or affect the meaning, construction or effect of the same.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals at Boston, in the state of Massachusetts, the day and year first above written.

ALEXANDER S. WEBB, JR.,

DAVID A. BELDEN, (SEAL.)

JOHN L. MOTLEY, (SEAL.)

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Trustees.

WILLARD V. KING, (SEAL.)

ALFRED D. FOSTER, (SEAL.)

CHARLES F. AYER, (SEAL.)

DAVID A. BELDEN, (SEAL.)

ALEXANDER S. WEBB, JR., (SEAL.)

Directors.

"FIRST SCHEDULE."

The particulars of the shares and securities comprised in the trusts above expressed are as follows:

SHARES.

Three thousand six hundred (3,600) shares of the capital stock of the Exeter, Hampton & Amesbury Street Railway Company of the par value of one hundred dollars per share.

Two thousand two hundred and fifty (2,250) shares of the capital stock of the Haverhill, Plaistow & Newton Street Railway Company of the par value of one hundred dollars per share.

Six hundred and fifty (650) shares of the capital stock of the Seabrook & Hampton Beach Street Railway Company of the par value of one hundred dollars per share.

Three thousand seven hundred and fifty (3,750) shares of the capital stock of the Dover, Somersworth & Rochester Street Railway Company of the par value of one hundred dollars per share.

One thousand eight hundred and fifty (1,850) shares of the capital stock of the Portsmouth & Exeter Street Railway Company of the par value of one hundred dollars per share.

Four thousand seven hundred and fifty (4,750) shares of the capital stock of the Hudson, Pelham & Salem Electric Railway Company of the par value of one hundred dollars per share.

Ten thousand (10,000) shares of the capital stock of the Rockingham County Light & Power Company of the par value of one hundred dollars per share.

Two thousand five hundred (2,500) shares of the capital stock of the Granite State Land Company of the par value of one hundred dollars per share.

One thousand five hundred (1,500) shares of the capital stock of the Lawrence & Methuen Street Railway Company of the par value of one hundred dollars per share.

Eight hundred (800) shares of the capital stock of the Haverhill and Southern New Hampshire Street Railway Company of the par value of one hundred dollars per share.

Three hundred and ninety-nine (399) shares of the capital stock of the Lowell and Pelham Street Railway Company of the par value of one hundred dollars per share.

Two thousand five hundred (2,500) shares of the capital stock of the Canobie Lake Company of the par value of one hundred dollars per share.

One thousand (1,000) shares of the capital stock of the Amesbury and Hampton Street Railway Company of the par value of one hundred dollars per share.

Three hundred (300) shares of the capital stock of the Haverhill and Plaistow Street Railway Company of the par value of one hundred dollars per share.

BONDS.

Fifty thousand dollars (\$50,000) par value of the first mortgage bonds of the Amesbury & Hampton Street Railway Company, being part of \$100,000 of such bonds secured by a mortgage dated November 4, 1899, by the railway company to the Beacon Trust Company as trustee.

One hundred and forty-five thousand dollars (\$145,000) par value of the first mortgage bonds of the Haverhill, Plaistow & Newton Street Railway Company, being the entire issue of such bonds secured by a mortgage dated July 1, 1901, by the railway company to the American Loan & Trust Company, as trustee.

Thirty thousand dollars (\$30,000) par value of the first mortgage bonds of the Haverhill & Plaistow Street Railway Com-

pany, being the whole issue of such bonds secured by a mortgage dated July 1, 1901, by the railway company to the New York Security & Trust Company, as trustee.

Forty-five thousand dollars (\$45,000) par value of the first mortgage bonds of the Seabrook & Hampton Beach Street Railway Company, being the entire issue of such bonds secured by a mortgage dated July 1, 1901, by the railway company to the American Loan & Trust Company, as trustee.

Two hundred thousand dollars (\$200,000) par value of the first mortgage bonds of the Dover, Somersworth & Rochester Street Railway Company, being part of \$300,000 of such bonds secured by a mortgage dated July 1, 1901, by the railway company to the American Loan & Trust Company, as trustee.

One hundred and forty-five thousand dollars (\$145,000) par value of the first mortgage bonds of the Portsmouth & Exeter Street Railway Company, being the entire issue of such bonds secured by a mortgage dated July 1, 1901, by the railway company to the American Loan & Trust Company, as trustee.

Three hundred and sixty-five thousand dollars (\$365,000) par value of the first mortgage bonds of the Hudson, Pelham & Salem Electric Railway Company, being the entire issue of such bonds secured by a mortgage dated July 1, 1902, by the railway company to the New York Security & Trust Company, as trustee.

One hundred and twenty-five thousand dollars (\$125,000) par value of the first mortgage bonds of the Lawrence & Methuen Street Railway Company, being the entire issue of such bonds secured by a mortgage dated January 1, 1903, by the railway company to the New York Security & Trust Company, as trustee.

Eighty thousand dollars (\$80,000) par value of the first mortgage bonds of the Haverhill & Southern New Hampshire Street Railway Company, being the entire issue of such bonds secured by a mortgage dated January 1, 1903, by the railway company to the New York Security & Trust Company, as trustee.

Forty thousand dollars (\$40,000) par value of the first mortgage bonds of the Lowell & Pelham Street Railway Company, being the entire issue of such bonds secured by a mortgage dated January 1, 1903, by the railway company to the New York Security & Trust Company, as trustee.

Six hundred thousand dollars (\$600,000) par value of the first mortgage bonds of the Rockingham County Light & Power Company, being the entire issue of such bonds secured by a mortgage dated July 1, 1901, by that company to the New York Security & Trust Company, as trustee.

Two hundred and fifty thousand dollars (\$250,000) par value of the first mortgage bonds of the Granite State Land Company, being the entire issue of such bonds secured by a mortgage dated May 1, 1901, by that company to the Beacon Trust Company, as trustee.

NOTES.

Twenty-three thousand three hundred and thirty-one and sixty-four one hundredths dollars (\$23,331.64) face value of the promissory notes of the Exeter, Hampton & Amesbury Street Railway Company, dated August 1, 1905, payable on demand, with interest at the rate of five per cent (5%) per annum, payable semi-annually.

Forty-three thousand and seventy dollars (\$43,070) face value of the promissory notes of the Amesbury and Hampton Street Railway Company, dated August 1, 1905, payable on demand, with interest at the rate of five per cent (5%) per annum, payable semi-annually.

Eight thousand four hundred and thirty-five dollars (\$8,435) face value of the promissory notes of the Haverhill and Plais-tow Street Railway Company, dated August 1, 1905, payable on demand, with interest at the rate of five per cent (5%) per annum, payable semi-annually.

Ninety-two thousand and eighty-five dollars (\$92,085) face value of the promissory notes of the Hudson, Pelham & Salem Electric Railway Company, dated August 1, 1905, payable on demand, with interest at the rate of five per cent (5%) per annum, payable semi-annually.

Sixty-three thousand seven hundred and seventy dollars (\$63,770) face value of the promissory notes of the Haverhill and Southern New Hampshire Street Railway Company, dated August 1, 1905, payable on demand, with interest at the rate of five per cent (5%) per annum, payable semi-annually.

Seventen thousand seven hundred and thirty-five dollars (\$17,735) face value of the promissory notes of the Lowell & Pelham Street Railway Company, dated August 1, 1905, payable on demand, with interest at the rate of five per cent (5%) per annum, payable semi-annually.

One hundred and eighteen thousand and eighteen and seventy one hundredths dollars (\$118,018.70) face value of the promissory notes of the Rockingham County Light & Power Company, dated August 1, 1905, payable on demand, with interest at the rate of five per cent (5%) per annum, payable semi-annually.

One hundred and twenty-four thousand nine hundred and forty-six and forty-three one hundredths dollars (\$124,946.43) face value of the promissory notes of the Granite State Land Company, dated August 1, 1905, payable on demand, with interest at the rate of five per cent (5%) per annum, payable semi-annually.

Two hundred and seventy-three thousand four hundred and thirty-five dollars (\$273,435) face value of the promissory notes of the Canobie Lake Company, dated August 1, 1905, payable on demand, with interest at the rate of five per cent (5%) per annum, payable semi-annually.

Seventy-eight thousand three hundred and seventy-five dollars (\$78,375) face value of the promissory notes of the Lawrence & Methuen Street Railway Company, dated August 1, 1905, payable on demand, with interest at the rate of five per cent (5%) per annum, payable semi-annually.

One thousand five hundred and sixty-nine and thirty-eight one hundredths dollars (\$1,569.38) face value of the promissory notes of the Seabrook and Hampton Beach Street Railway Company, dated August 1, 1905, payable on demand, with interest at the rate of five per cent (5%) per annum, payable semi-annually.

One thousand seven hundred and ninety-three dollars (\$1,793) face value of the promissory notes of the Portsmouth & Exeter Street Railway Company, dated August 1, 1905, payable on demand, with interest at the rate of five per cent (5%) per annum, payable semi-annually.

Nine thousand and eighty-one and seventy-four one hundredths dollars (\$9,081.74) face value of the promissory notes of the Haverhill, Plaistow & Newton Street Railway Company, dated August 1, 1905, payable on demand, with interest at the rate of five per cent (5%) per annum, payable semi-annually.

Thirty-five thousand three hundred and thirty-nine and eighty-five one hundredths dollars (\$35,339.85) face value of the promissory notes of the Dover, Somersworth & Rochester Street Railway Company, dated August 1, 1905, payable on demand, with interest at the rate of five per cent (5%) per annum, payable semi-annually.

INCIDENTAL EXPENSES.

The public statutes place at the disposal of the board for services for stenographers and experts and the cost of stationery, express, and postage, the sum of \$1,000 annually. Of this amount there were expended in the year ending June 30, 1905, the following sums:

Stenographers and typewriters . . .	\$438.50
Express	59.54
Postage	56.32
Office supplies	53.88
Telegraph and telephone	19.45
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	\$627.69



